



The Hongkong Telegraph.

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REUTER'S TELEGRAMS.

THE CRISIS AT HOME.

EXTREMISTS WANT THE SOVIET SYSTEM.

London, September 13. While the coal deadlock continues, fresh developments may be expected during the week. The Miners' Executive meets in London to-morrow.

The course of future events will be better understood by remembering that a number of the men's leaders now favour dropping the demand for a reduction in the price of domestic coal, but Mr. Smillie is the chief obstacle, because after his retirement some time ago, when Labour declined to support his direct action policy for nationalisation, he only consented to return on a guarantee that a demand for a coal price reduction should be made, and if the demand is now dropped Mr. Smillie goes. Consequently, Mr. Smillie's fight involves his future leadership.

There is not the slightest doubt that public opinion is hardening against the miners, and that moderate Labourites fear a General Election on this issue, for while the extremists are intent on smashing the Parliamentary machine and setting up a Soviet system, the majority of the Trade Unionists do not want to destroy the Constitution.

It stated that there is no doubt that unless the miners abate their demands a strike is inevitable. Furthermore, it is feared that Mr. Smillie and Mr. Hodges intend refusing to budge until the eleventh hour. The moderates, however, realise the dangers involved in such a course.

ANOTHER STRIKE?

London, September 13. The *Herald* announces that the road transport workers have decided to act with a view to enforcing a wages demand of 87 weekly, and that a strike of 150,000 workers is imminent.

THE ELECTRICIANS' DESIRE.

London, September 13. Twenty thousand electricians employed in the London traffic and electrical works will strike on September 18 if the employers do not withdraw their lock-out notices. Meanwhile a Government Court of Inquiry into the dispute has been appointed and opens to-day, the chairman being Sir David Hargreave.

THE SITUATION IN ITALY.

GOVERNMENT PRACTICALLY NON-EXISTENT.

Rome, September 13. Later reports show that the National Labour Convention at Milan has decided to leave the future direction of the metal-workers struggle in the hands of the Labour Federation. The Convention decided that the immediate struggle should at present be confined to the metal-workers, who have been ordered to remain in command of the factories, with a view to the factories passing, in the interest of the community, under workmen's direct management. It is declared that the object of the struggle is to force the masters to recognise Syndicalist control of industries. The situation is obscure, because, while the result of the Convention is described as a victory for the moderates, the Convention has pledged itself to embark upon a national policy for the socialisation of industries, dispossessing the owners. At present the Government is practically non-existent. Signor Giolitti has gone to Aix-les-Bains, whilst the bourgeoisie are apathetic. The workers, undisturbed, are seizing factory after factory. Two hundred chemical works and several textile factories and principal boot and shoe factories in Milan have been commandeered. The railwaymen are refusing to transport troops and police.

WOMAN SUFFRAGE IN THE STATES.

LADIES SHY ABOUT THEIR AGE.

London, September 13. The *Times* correspondent at Washington says the President has celebrated the recent ratification of the constitutional amendment enfranchising women by appointing Miss Mabel Boardman as one of the three commissioners administering Washington. Miss Boardman is one of the best-known women of the United States. She was for many years organising head of the American Red Cross. She is a Conservative Republican.

Women seem likely to be brought much to the front by the franchise. Five ladies propose to try for seats in the House of Representatives, and two in the Senate. All are progressives interested in social reform.

The Republicans and Democrats are competing keenly for the female vote. Both have given women high places in their organisations. It appears that women are registering pretty largely, but there is some difficulty in getting them to give their ages correctly, a number writing "21 years old and plus" instead of their precise date of birth.

THE KRASSIN MISSION.

THE NEGOTIATIONS INTERRUPTED.

London, September 13. The *Times* states that the publication of the *Daily Herald's* offer of £75,000 from Russia has caused a suspension of the negotiations which the Krassin Mission has been carrying on in London. It transpires that the *Herald's* bombshell was made public a few hours before an arranged interview between Soviet representatives and Mr. Lloyd George, at which consequently the latter plainly intimated that a new situation had arisen and the matter must be cleared up before the trade negotiations could be resumed.

REUTER'S TELEGRAMS.

THE PRESIDENTIAL CAMPAIGN.

UNUSUALLY EXCITING.

Portland (Maine), September 13. The Presidential election campaign is proving unusually exciting. Well-known speakers are participating, and they include the Vice-Presidential candidates, Mr. Roosevelt and Governor Coolidge, and also Mr. Daniels, Mr. McAdoo, and Senator Lodge. The fact that women will participate and vote for the first time renders forecasts uncertain. The Republicans claim a majority of 30,000, while the Democrats claim a small preponderance of votes.

U.S. AMATEUR GOLF CHAMPIONSHIP.

A VICTORY FOR CHICK EVANS.

London, September 13. The American Amateur Golf Championship resulted in Chick Evans beating F. Ouimet in the final round by seven up and six to play, over 36 holes. There were four British competitors—C. J. Tolley (British Amateur Champion), Roger Wethered and Lord Charles Hope—all of whom failed to qualify; and T. D. Armour, the Scottish golfer, who reached the third round.

COST OF LIVING.

SOME ILLUMINATING FIGURES.

Paris, September 12. Figures showing the rise in the cost of living in European countries, obtained by the League of Nations, will be produced at the Brussels Financial Conference on the 24th instant. Taking 100 as the average figure for foodstuffs in 1914, some of the present figures are as follows:—Paris, 339; French Provinces, 321; Italy, 300; Norway, 299; Switzerland, 237; Britain, 235; Holland, 199; United States, 196.

SWEDEN'S EXPERIENCE.

Stockholm, September 12. Statistics for August show an increase of 208 per cent. in the prices of foodstuffs and necessities, compared with pre-war times.

RE-ARMING IRISH CONSTABULARY.

STEEL BODY-GUARDS TO BE USED.

London, September 13. It is reported that the Irish Constabulary is being re-armed with modern service rifles and revolvers and furnished with steel body-guards worn under their tunics. A large quantity of rifles and revolvers has been landed at Belfast from a Government vessel. It is believed that the arms are intended for the use of the special police force in Ulster, mentioned last week.

STILL GOING STRONG.

WRANGLER NOT DONE WITH YET.

London, September 13. The Bolsheviks periodically dispose of General Wrangel in their communiques, the latest in this direction being to-day's communique, which refers to "the almost total destruction of General Wrangel's forces in the war area." On the contrary, General Wrangel himself appears to be unaware that he is done with, for his latest communique reports heavy fighting in which an entire Red Brigade was captured.

EGG AND CUSTARD POWDERS.

WHAT THEY ARE MADE OF.

London, September 13. A Report by the Ministry of Health contains some startling revelations, and especially pillories egg and custard powders. Analysts declare that, generally, egg-powder is coloured baking-powder, and that custard-powder is coloured and flavoured starch, without the trace of any eggs.

CLAIM TO PORTUGUESE THRONE.

Lisbon, September 13. Don Miguel Braganza has renounced his claim to the throne in favour of his son, Prince Duarte, who is favoured by the Integralists and Legitimists.

RECAPTURED BY BANDITS.

Mexico City, September 12. It is announced that Mr. Johnson, mentioned on the 9th inst., has been recaptured by bandits.

BOXING RESULT.

Sidney, September 13. The American boxer, Billy Shale, knocked out Tommy Wren, the Australian welter-weight champion, in the sixth round.

REUTER'S TELEGRAMS.

THE MONROE DOCTRINE.

SENATOR HARDING MAKES A DISCOVERY.

Marion (Ohio), September 11. Senator Harding, discussing the Monroe doctrine, declared that the English and French texts therein in the Covenant of the League of Nations were apparently directly contradictory. The former indicated that the doctrine would not be overridden by the provisions of the Covenant, whilst the latter clearly made the doctrine subordinate. He believed that in case of dispute the Council of the League would undoubtedly decide that the French was the official text. Senator Harding displayed wonder whether the whole thing was a trap, as it was hard to believe that the very marked discrepancy was perpetrated without intention.

FRENCH REVENUE.

AN ENCOURAGING POSITION.

Paris, September 12. An encouraging position is disclosed by the latest revenue returns. Indirect taxation and monopolies during August yielded 822 million francs, representing an excess of 203 millions over the Budget estimates. Since January 1, the excess receipts over the Budget estimates have amounted 2,177,000,000 francs.

NEW YORK TO FRISCO.

FIRST AERIAL MAIL SERVICE.

San Francisco, September 11. The first regular transcontinental mail aeroplane started from New York on the 18th inst., specially equipped to carry 400 pounds of mail matter, and arrived here this afternoon.

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, September 13. The notes of the Communication Bank have risen from 40 per cent. to 28 per cent. discount, following Tso's and Chan's departure from Peking.

After the meeting on financial questions in Tientsin, Chan Jokin returned to Fengtien and Tso Kwan to Paoing on the pretext that strategic preparations must be made to meet emergencies.

Wu Pui-foo has wired to Tong Chi-yao asking him whether he agrees to the election of M. P.'s on the old system. If so, the union of the country will be easily carried out. So far no reply has been received.

(Other Early and Special Telegrams on Pages 2 and 3.)

DAY BY DAY.

Up to the time of going to press, the body of the late Mr. R. O. Hutchison, whose tragic death we recorded yesterday, had not been recovered.

Messrs. J. M. da Rocha and Co. write us as follows:—With reference to "Mercator's" remarks under the heading of "Current Coin" in your issue of yesterday, we beg to state that we have not made any shipments of rice from Hongkong to Cuba since May last, and furthermore, that we did not ship any rice to Callao by the "Anyo Maru."

With regard to the failure of the electric light in certain parts of Hongkong last night, we are informed that this was caused through one of the switches bursting at the Wanchai station and setting fire to the switchboard. The defect was remedied in about three-quarters of an hour. The centre of the town, the middle levels and the Peak were affected.

An attempt was made on Monday evening to smuggle 1,356 taels of opium from the steamer *Haihong*, which arrived here from Swatow. Whilst the drug, which was kept under cover of some sacks, was being lowered into a boat at night, Revenue Officer Ward with a number of other searchers came up and effected the seizure, at the same time putting the mistress of the junk and three members of the crew under arrest. The prisoners were produced before the Magistrate this morning when the case was advanced by the mistress, that she was hired to carry the opium. The case was remanded on the application of Mr. A. E. Crew, who appears for the defence.

"WHITE LIST" OF BLAMELESS PLAYS.

MORALITY CRUSADE.

A "White List" of unobjectionable plays is the main feature of a plan which has been suggested by Mr. H. M. Tyrer, secretary to the London Council for Promoting Public Morality, and which will be finally discussed at a meeting of the council to be held in October. Hitherto the project has only come before the Stage Play Committee. Mr. Tyrer, discussing the matter with a *Daily Chronicle* representative, explained that a similar list had been issued for some time in the United States. "Our stage Play Committee," he continued, "deals principally with objectionable plays. In working out the plan under discussion I felt that it was necessary to do something on the other side as well."

"We feel that we can help a great many people by telling them which plays it is safe for them to see, and the form the list will take will probably be that of a short resume of such plays."

Miss Edith Craig, the talented producer of many clever plays, in conversation with a *Daily Chronicle* representative, laid her finger on the weakest point of the proposed "White List."

"If such a list is published theatrical people could not possibly interfere," she said. "Possibly it may not be popular, and possibly people may not be guided by it."

"GUIDE TO THEATREDOM." "Such a list might certainly have its uses, however. In the old days a man bringing his wife and family up to town knew just about the kind of performance he might expect to find at a given theatre. He would look for serious work at the Lyceum, for Gilbert and Sullivan at the Savoy, and for melodrama at the Adelphi."

"Nowadays things are different, so I do not see why the suggested list should not help people to find what they are looking for."

FORMER FRENCH PREMIER.

M. PAINLEVÉ IN HONGKONG.

M. Painlevé former Premier of France, and now President du Conseil, who has been engaged on a mission in China in connection with the establishment of Franco-Chinese intellectual relations, arrived in the Colony this morning on his return to France.

The French Consul General, (Mr. Hauchecorne) with the heads of the prominent French business firms, namely M. Berindague Montargis, Roden-fuser, Lapicque and Felix Yung, (Chancellor of the Consulate) met the distinguished visitor aboard the *Andre Lebon* and accompanied him ashore where a motor car was waiting at Blake Pier to convey the party to the residence of the French Consul at No. 13, Peak Road. Soon after, M. Painlevé, accompanied by his Secretary and the French Consul, visited Government House, where he was introduced to His Excellency the Governor. Later the former Minister dined with H. E. the Governor at Government House. The *Andre Lebon* is due to sail this afternoon at 5 o'clock.

AMERICAN EXPRESS COMPANY.

NEW BRANCHES OPENED.

The enterprise and expansion of the American Express Company are illustrated by the opening of further branches in various parts of the world.

An office of the Company was opened on July 1st at St. B. Akashi-Machi, Kobe. Kobe is the largest port in Japan, and in point of tonnage ranks among the great ports of the world. Mr. R. D. Hawley is manager of the new office.

Another office has been opened at 11-a Rampe, Est Kurnal, Ostend, Belgium. The new office, although equipped to handle all classes of business, is especially designed to care for the needs of tourists.

The Company has established yet another branch on the ground floor of the Grand Hotel National, Lucerne, at No. 4, Halderstrasse. Mr. D. L. Harmon, formerly stationed at Bordeaux, has been made manager. Although the Company has long done a considerable business in Switzerland, the office in Lucerne is the first to be opened in that country. The pressure of travel and other activities this year, however, compelled an early opening.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 3/4d.

THE WEATHER.

2 p.m. Barometer:—29.83. Temperature:—37. Humidity:—85.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

MONDAY, SEPTEMBER 20.

Wiseman, Ltd.—Annual shareholders meeting—12.30 p.m.

TUESDAY, SEPTEMBER 21.

Dairy Farm, Ice and Cold Storage Co.—Shareholders' meeting—12.30 p.m.

WEDNESDAY, SEPTEMBER 22.

Douglas S.S. Co.—

NOTICES

MOUTRIE'S

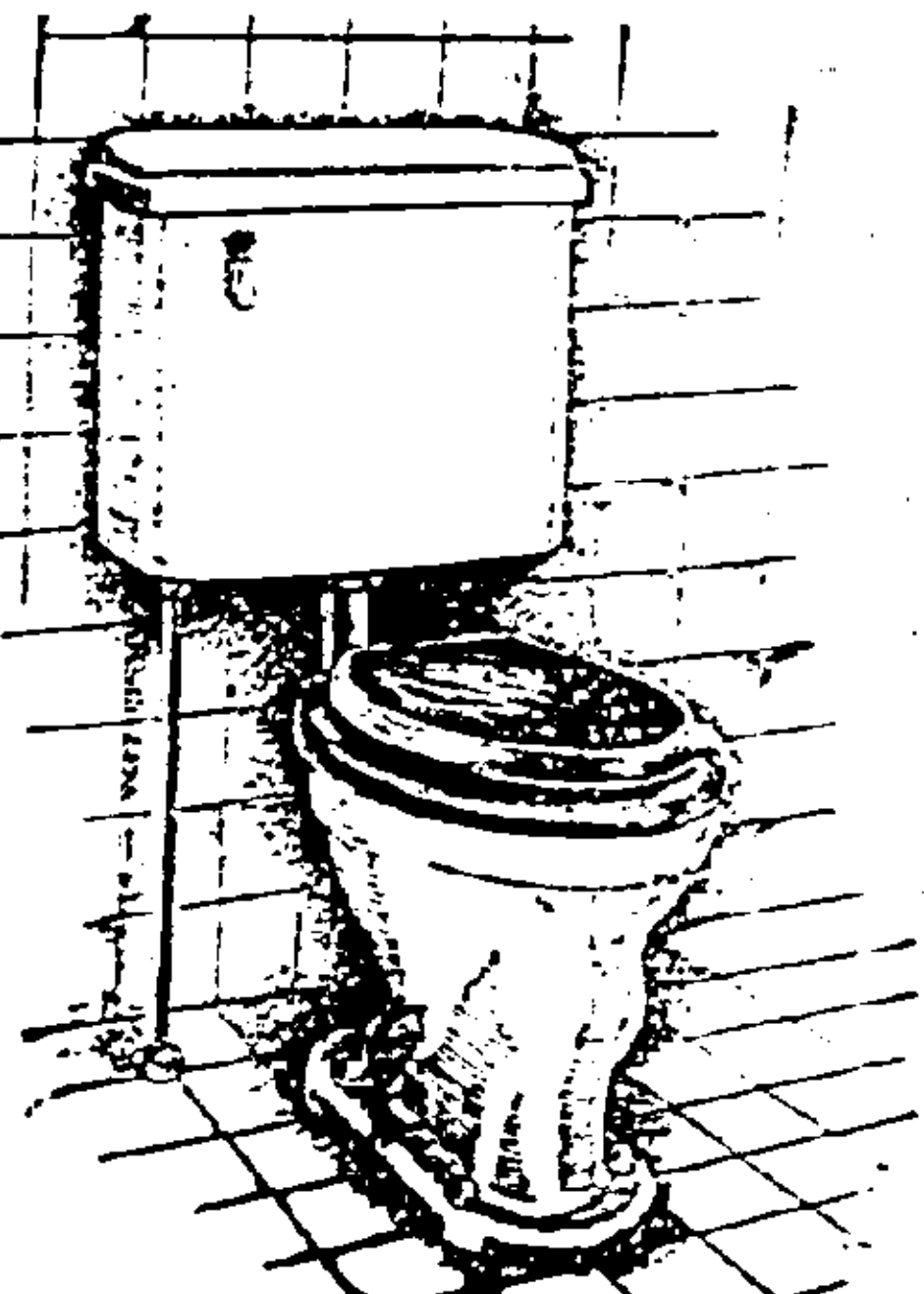
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 Taxi One-Step
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 Marie One-Step
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 Chloe Fox-Trot
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EARLIER TELEGRAMS.

(Continued from Page 3.)

AMERICAN LABOUR TROUBLES.

Washington, Sept. 13.
 In connection with the action of one hundred thousand anthracite miners in "taking a vacation" as a protest against the award of the anthracite committee which was appointed as a result of the coal strike, President Wilson has notified the miners of his refusal to reconvene the Coal Committee to reconsider their wage award. President Wilson declared that when a body of men collectively refrained from work by mutual understanding it was a strike no matter by what name it was called.

New York, Sept. 13.
 Negroes have replaced the Irish longshoremen who deserted the White Star piers as a protest against the treatment of Archbishop Mannix and Mayor McSwiney. There are no disorders.

BOLSHEVİK PROPAGANDA.

London, Sept. 12.
 M. Kameneff, who has gone to Moscow, is conveying a number of Mr. Lloyd George's demands to clear up outstanding issues. For example the Bolsheviks' proffered subsidy to the "Daily Herald" is regarded as conflicting with the Soviet undertaking not to engage in propaganda in Britain. It is noteworthy here that many influential quarters regard acceptance of the subsidy as illegal. It is reported that before leaving M. Kameneff got a straight talking from Mr. Lloyd George who emphasised that the Russian had violated his pledges and been busy with definite Bolshevik propaganda and it was he who eliminated Bolsheviks' civil militia peace condition as regards Poland when presenting terms to Britain. It is stated that M. Kameneff will not be allowed to return. On the other hand M. Krassin has faithfully observed his pledges and is remaining.

THE RED REPUBLIC.

London, Sept. 12.
 The Soviet's wireless appeal throughout Russia indicates a great food crisis. It declares that the daily bread problem is the most important question of the day owing to the bad harvest and it orders all workers' organisations to mobilise their forces for the purpose of obtaining foodstuffs from the rural districts.

A telegram from Warsaw reports that a new Red general offensive is expected in the next few days. The Bolsheviks in Volhynia have brought up ten fresh divisions and are regrouping the northern armies. A Polish communique admits that the Reds succeeded in forcing the Bug line near Kamienka and Strumilova.

M. MILLERAND'S TOUR.

Paris, Sept. 12.
 After journeying through Lower Alsacia, where he was warmly greeted everywhere, M. Millerand arrived at Strasbourg. According to "Le Matin" the League for Independence of the Palatinate sent M. Millerand an address of greeting as head of the oldest Republic in Europe and expressing wishes that the visit to Rhineland would result in amelioration of the political and economical situation of the Palatinate neglected by Germany.—Havas.

INTERNATIONAL UNIVERSITY.

Brussels, September 12.
 A number of well-known scientists met under the chairmanship of the French Professor Appleton and resolved on founding an international university.—Havas.

NEW STATE OF GRAND LIBAN.

Paris, September 12.
 At Alexandria, the diplomatic body were present at the festival arranged by the Syrian Colony to celebrate the recent proclamation of the new State of Grand Liban.—Havas.

FRANCO-ITALIAN CONFERENCE.

Paris, September 12.
 M. Millerand and Signor Giolitti have arrived at Aix-les-Bains and were warmly welcomed by the population. The Premier held this morning a private conference at the conclusion of which M. Millerand stated that utmost cordiality prevailed. Signor Giolitti had previously expressed the conviction that the coming conference would strengthen Franco-Italian amity. Le Petit Parisien believes that the questions to come first in the discussion are reparations, war damages and the possible admittance of Germany into the coming conference of Geneva, but Le Temps hears that the British Government has received a French Note supporting the Belgian viewpoint against the contemplated conference at Geneva, and inclining to leave the International Reparations Committee the care of German offers.—Havas.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

PUBLIC HEALTH IN MALAYA.

Singapore, September 13.
 It is understood that Dr. Pickles of the West Coast Medical Staff has been appointed first Director General (Medical) of Malaya.

CHINESE DEPORTED FROM PHILIPPINES.

Singapore, September 13.
 A Manila wire to Java announces the deportation of three thousand Chinese who had entered the Philippines from Borneo.

PRICE OF MOTOR-CARS.

BRITISH MAKERS AND THE FORD CUT.

The reduction in the price of Ford motor-cars announced in the Times is not likely to be followed by any cheapening of British cars, nor is it regarded by manufacturers as likely to have any serious effect upon the British motor-car industry, though one or two cheaper makes may feel the effect of competition. In some quarters in fact, the reduction is welcomed on the ground that anything that tends to increase the number of motor-cars is good for the trade generally.

The question was discussed with a representative of The Times by Mr. B. Crossley, manager of Willys-Overland, Limited, who said that he considered that the lowered price of the car in question was advantageous to the trade. It would stimulate sales of motor-cars and encourage people to buy who had not been able to do so a week ago. Those who bought a cheap car now would buy a more expensive one later on, and anything was to be welcomed that induced them to take the first step.

The cheap car made on the mass production basis had done more than anything else for the industry, and every motor manufacturer stood to benefit by Mr. Henry Ford's foresight. Anything like general price cutting among British firms would be ruinous. It would not increase the sale of cars, but would simply produce a slump.

Comparing the price obtained for American cars here and in the country of origin, Mr. Crossley said that owing to the od valorem duty, and the difference in the rate of exchange, the price in the United States was 30 per cent. lower than here. Moreover on the other side of the Atlantic the sales per head of the population were more than double those in Great Britain. Over 50 per cent. of the cars priced at a thousand dollars (about £270) were bought by farmers. The only two ways of lowering the price of motor-cars in this country were over-production and the cutting of profits, and both would produce the same effect on the trade—extinction.

It was possible, Mr. Crossley thought, that to some extent people who had been using a motor-cycle and side-car would forsake them for a cheap car; but a lowering of price did not mean a lowering of running costs, and that was where the combination scored. In addition the motor-cycle provided a sporting element in travel which was not willingly forsaken.

Further inquiries elsewhere on the same subject brought reference to the new motor taxation which will come into operation on January 1 next. The revised rate will be £1 per annum per horsepower, a distinct discouragement to the purchase of a high-powered car at moderately low cost.

The new Ford prices are, after all, only those that were in operation at the end of last year, and the announcement of their re-adoption is not so startling as many people who had not realized that fact have felt it to be.

EFFECTS OF NEW COMPETITION.

"The reduction will undoubtedly have an effect on the market," stated the editor of the Motor, "and it may be expected that certain types of British cars will feel the effects of the new competition. Large numbers of people are still awaiting delivery of British cars, the prices of which have in many cases been considerably increased since the orders were placed. This drop in the prices of American cars will cause these people seriously to think and possibly to act. It remains to be seen whether other American concessionaries will follow the lead of the Ford, and whether the British makers can also bring about a reduction in price. On the arguments put forward to justify recent increases, it does not seem possible for the British concerns marketing popular types to respond, and it would seem likely therefore that the effect will be serious."

RAILWAYMEN'S FUNDS TO HELP HOUSING.

The National Union of Railwaymen at Derby have made an initial investment of £50,000 in Housing Bonds, states the Ministry of Health, Mr. J. H. Thomas, M.P., is a personal subscriber to the extent of £250. The Essex branch of the National Union of Railwaymen has invested £20,000 in the bonds.

NOTICES.

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NONSENSE AS A FINE ART.

THE SAYING GRACE OF SMALL TALK.

Lockett Hall writes in the
Daily Chronicle:

The sixth sense is almost as
enigmatically the fourth dimension,
but in its own good time this
undefined quality will, I believe,
reveal itself as the sense of
humour—the nonsense. Most of
us are brought up on nonsense
for a few delightful years, and
the remainder of our days are
spent in a vain endeavour to live
it down.

Yet how grateful we are to the
brave spirits who, perhaps in an
idle hour, possibly in a mood
of revolt, throw more rubbish on
the fire of fun, and light up the
ridiculous pictures on the walls
of memory.

To stiff literary people, Tom
Hood—usually dubbed "Poor"
is the author of "The Song of the
Shirt" and "The Bridge of
Sighs"; possessors of the sixth
sense worship him as the Prince
of Puns. In like manner we
institute canonise Lewis Carroll,
not as the stuffy mathematician,
but as a master of ridicule. In
due time his disciples, men like
Stephen Leacock and Adrian
Ross, will take their places by
his side, not as scholars but as
people's jesters.

THE NONSENSE AGE.

At heart the world is even re-
newing its youth, and youth is
the nonsense age. Any man
may discover his real age by
getting into the company of
children. When he has lost
the taste for playing bears, the
belief in fairies, his sole place in
the real, living, growing world is
the lethal chamber of a decent
obscure. He may acquire
knowledge, make money, frame
laws; but spiritually he is a dead
man.

The fact that Lord Beaconsfield
found a Gilbert and Sullivan
opera "bad" is a proof that the
great statesman had, in the pres-
sure of affairs, allowed his sixth
sense to become atrophied.

Our British distaste for small
talk is one of the evidences of an
undeveloped sense of humour. In
the so-called lower classes the
sense is stronger, and its expres-
sion more spontaneous. It is a
crude form of the sixth sense that
enables Martha and Mary Jane
to discuss their neighbours' in-
dulgences over the garden
fence, and stimulates a bank holi-
day picnic party's hilarity. Un-
trammelled by convention and
manners, the proletariat can
find immense enjoyment in the
discovery that one of their party
—wears a wig or aspires his
slices.

DINNER TABLE TOPICS.

When it became necessary, not
so many years ago, for news-
papers to publish dinner table
topics, with hints on their treat-
ment, the educated Briton's sixth
sense was shown in a bad light.
And when one reflects on his last
dinner out, is it not to recall
the dull, dull nonsense he
uttered the day before yesterday?

Dread of the partner who could
not unbend has spoiled the flavour
of many a delicious meal. Would
any host hesitate a moment to
selecting his guests between
Adam Smith and Theodore Hook?

Mr. Jerome, we are told, is not
a little ashamed of his early
essays in humour, but his best
monument would be another
irresponsible face. "Father En-
deavour" Clark, on launching the
great Christian Endeavour move-
ment, grew terribly ashamed of
his cold levity—the levity which
produced his deathless. "Hurly-
burly" papers.

Knowledge, accuracy, sense,
fact, logic are excellent things in
their place, but it is a compar-
atively small place in the world of
happiness, as may be illustrated by
that fine humorous tale of the
happy man without a shirt.
But it is not enough that a few
choice spirits should be encouraged
to keep alive the divine spark of
comedy. We are too apt to treat
humour as we treat football, to
watch other people at it. Some
of the saddest and sourest com-
panions read Punch as a
religious exercise, but how few of
us ever really try to live Punch.
Professional fun is apt to lose
its sparkle. What horribly wise
people were the old kings' jesters.
I am certain King Hal was a
merrier man than his fool. Some
of us are born dull, some have
dullness thrust upon us: But the
man who has no small talk, no
sense of the littleness of life, runs
the risk of losing his own life and
making the way hard for his fel-
lows.

THE SIDE OF THE ANGELS.

Women somehow know instinct-
ively how very little life really
is: how the universe revolves
round a hat or a recipe; how
vivid and real are the trifles
that never count. They have no
sense of humour, someone says.
Nonsense—or that is nonsense,
if you like. The man who can
watch a mother with her baby
and deny her the sixth sense has
lost his own. Next to the child's
ridiculous behaviour its mother's
nonsense is the saving grace of
humanity. Would she lose an
hour of her little one's entertain-
ment for a whole season of
professional folly? It is not,
father, that she cannot see your
joke, or chuckle with you over
your comic journal; but that you
are utterly incapable of seeing
her humorous side—the side of
the angels.

The matter with most of our
professional humour to-day is
that women take so slight a
share in its making. If, instead
of worrying about recording our
votes for us, cleaning our win-
dows and running our businesses,
women would write our reviews
and produce our pantomimes, we
men might not see the jokes, but
they would do us a world of good.
I have just been reading of a
"female" Charlie Chaplin.
Grossly pitiful, it seems that
women should not recognise her
own superiority in the wondrous
art. If a male humorist cannot
make a good woman laugh, he
had far better sell sugar to her
and make her happy. The true
sign of woman will be signalled
by the simplicity of our mirth.

THE BOOK WORLD.

"Q" ON THE ART OF READING.

Sir Arthur Quiller-Couch opens
the course of lectures which he
delivered at Cambridge in 1916
and 1917 under the title "On the
Art of Reading" (Cambridge
University Press, 15s. net) by
reminding his hearers that among
the examples of unintentional
"wrong-doing" mentioned in Aristotle's
"Ethics" was the case of
"the man who only meant to
show how it worked, like the
fellow who let off the catapult."
Sir Arthur is afraid that in his
earlier course "On the Art of
Writing" he repeated this offence;
in fact, another professor
(Emmerich, learned, sagacious,
venerable) told him so—he was
in good English—and bade him
for the future teach young men
how to read and not divulge how
what they read was written.

To this advice we owe the
excellent course now (says the
Times) published for the
enjoyment of a wider circle.
Yet the catapult, we fear, has
gone off again, and more pro-
fessors of literature will have
been stung by it. Sir Arthur
Quiller-Couch is an incorrigible
Humanist; he will never be
brought to confess that literature
is not there really to be enjoyed;
he would never be glad of the
spectacle of that estimable
young man, alluded to in
Mr. George Moore's "Con-
fession," who would tell you,
pocket-book in hand, "Last year
I read 10 plays by Nash, 12 by
Poe, six by Greene, 15 by
Beaumont and Fletcher, and 11
anonymous plays—34 in all."
That is not the frame of mind of
the King Edward VII. Professor
of English Literature at Cam-
bridge. Out of the three elements
which, following Browning, he
discerns in life he frankly sets
"What is" above "What Does,"
and even above "What Knows,"
and holds that:

To nurse that spark, common
to the king, the sage, the poorest
child—to fan, to draw up to a
flame, to "educate" What is—to
recognize that it is divine, yet
frail, tender sometimes easily
tired, easily quenched under piles
of book-learning—to let it run at
play very often, even more often
to let it rest in what Wordsworth
calls:

"A wise passiveness,"
to mother it, in short,
as wise mothers do their children—
this is what I mean by the Art
of Reading.

There is a touch of mysticism
recalling the 17th-century Cam-
bridge Platonists about Sir
Arthur's view that in literature,
through the agency of "men
whose minds and souls throw out
flames more delicate than
ours, vibrating to far messages
which they bring home, to report
them to us," man understands
"his proper place in the
universe, this great sweeping
harmonious circle of which,
nevertheless, he feels himself
to be the diminutive focus."
But, like many mystics, the
author of this doctrine keeps a
firm grip on common sense and
never for a moment loses his
sense of humour. Nothing could
be wiser than his triple maxim
that "literature cannot be
divorced from life," that since it
is so personal a thing, "you cannot
understand it until you have some
personal understanding of the
men who wrote it," and that "the
writing and speaking of English
is a living art, to be practised and
(if it may be) improved." Because
people will treat literature as a
"subject" separable from daily
life and practice, Sir Arthur com-
plains, you get such things as the
jargon of official correspondence,
of which he quotes a delicious in-
stance. Visitors to a well-known
English coast town this summer
may have been equally amused at
the tangled skein of ungram-
matical periphrasis in which the
tramway directorate tried to tell
the public that, as the repairs to
the line were finished, the cars
would return to their old routes
again next week. Sir Arthur
does not, of course, carry his dis-
like of "in reference to" and "the
circumstances of the case" to the
point of trying to drive Latin
forms, as such, from our language.
So much of English prose would
have to go with them!

If, years ago, there had lacked
anything to sharpen my suspicion
of these fork-bearded professors
who derived our prose from the
stucco of Anglo-Saxon prose, it
would have been their foolish de-
liberate practice of composing
whole pages of English prose
without using one word de-
rivative from Latin or Greek.
Even when he sold his birthright
had the excuse of being famished.
These pedants, with a full beard

THE CANTON INSURANCE OFFICE LIMITED.

NOTICE is hereby given that
an Extraordinary General Meet-
ing of the Members of The Canton
Insurance Office Limited will be
held at the Office of Messieurs
Jardine Matheson & Co., Limited,
the General Agents of the Com-
pany at No. 16 Pedder Street,
Victoria Hongkong on TUESDAY
the 21st day of SEPTEMBER
1920 at 12 o'clock noon when the
subjoined Resolution will be pro-
posed as an Extraordinary Res-
olution viz:—

"That the New Articles con-
tained in the printed docu-
ment submitted to the Meet-
ing and for the purpose of
identification subscribed by the
Chairman thereof be and the
same are hereby approved,
and that such new Articles
be, and they are hereby
adopted as the Articles of the
Company in substitution for,
and to the exclusion of, all the
existing Articles thereof."

Should the above Resolution be
passed by the requisite majority,
it will be submitted for confir-
mation as a Special Resolution in a
further Extraordinary General
Meeting and such Meeting will
be held on THURSDAY the 7th
day of OCTOBER 1920 at the same
time and place for the purpose of
considering and if thought fit con-
firming such Resolution as a
Special Resolution accordingly.

Copies of the proposed New
Articles and of the present
Articles may be seen at the
Offices of the General Agents or
at the Offices of Messieurs
Jardine, Looker, Deacon and
Harston the Company's Solicitors
at No. 1 Des Voeux Road Central,
Victoria, Hongkong.

Dated this 17th day of August
1920.

JARDINE MATHESON & CO. LTD.
General Agents.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From EUROPEAN PORTS.

The Company's Steamship
"ANDES MARU"

having arrived from the above
ports. Consignees of Cargo are
hereby notified that their goods
are being landed and placed at
their risk in the Hongkong and
Kowloon Wharf and Godown
Company's Godowns at Kowloon,
where delivery can be obtained
as soon as the goods are landed.
(Goods not cleared by the 19th
inst. will be subject to rent.)
Damaged packages must be
told in the Godowns for examina-
tion by the Consignees' repre-
sentative and the Company's
Surveyors, Messrs. Goddard and
Douglas, at 10 a.m. on Wednes-
day and Saturday. All Claims
must be presented within Thirty
days of the steamer's arrival here,
after which date they cannot be
recognized. No claim will be
admitted after the goods have
left the Godowns.

No fire insurance whatever will
be effected.

Consignees are requested to
send in their Bills of Lading for
counter-signatures immediately.

OSAKA SHOSEN KAISHA.
Y. YASUDA,
Manager.

Hongkong, 13th September, 1920.

sought frantically to give it
away—board and birthright.
Therefore Sir Arthur pleads for
the continued teaching of Latin
and even (without compulsion)
of Greek, and shows that if he is
a revolutionary at all, it is sim-
ply, as he says, due to his having
a "love of the past, which, be-
cause it goes down to the roots,
has sometimes been called Rad-
icalism." Moreover, his attempt to
defend examinations in literature
on his own principles is such a
gallant, though absolute, failure
that the other professors ought
really to pardon him, in spite of
his catapults. The outside world
will have nothing to forgive. It
will not only enjoy and, accord-
ing to the measure of the indi-
vidual who reads, profit by these
sane and entertaining pages. It
will also, we believe, feel entire-
ly at one with a professor who
proclaims so frankly his faith
that:

A liberal education is not an
appendage to be purchased by a
few; that humanism is, rather, a
quality which can, and should,
condition all our teaching; which
can, and should, be impressed as
a character upon it all, from a
poor child's first lesson in read-
ing up to a tutor's last word to
his pupil on the eve of a Tripos.

THEATRE ROYAL.

Commencing
SATURDAY, 18th Sept. at 9.15.

MAURICE E. BANDMAN

presents the

BANDMAN COMEDY COMPANY

In a repertoire of latest London
plays.

SATURDAY, 18th
"NOTHING BUT THE TRUTH."

MONDAY, 20th
"THE NAUGHTY WIFE."

TUESDAY, 21st
"A VOICE FROM THE
MINARET."

WEDNESDAY, 22nd
"GENERAL POST."

THURSDAY, 23rd
"THE YELLOW TICKET."

FRIDAY, 24th
"BILLETED."

SATURDAY, 25th
"LORD RICHARD IN THE
PANTRY."

Prices 5s. 5s. & 5s.
BOOKING at MOUTRIE'S.

P. & O. S. N. COMPANY.

The Steamship

"JEYPORE"

5,200 Tons.

will be despatched for STRAITS
PORTS, COLOMBO, PORT
SAID, MARSEILLES, LONDON
& ANTWERP direct.

on or about

MONDAY, the 13th September.

For Freight apply to:—

MACKINNON MACKENZIE
& CO.

Agents.

22, Des Voeux Road Central,
Hongkong.

Hongkong, September 7th, 1920.

NOTICE.

The interest and responsibility
of the undersigned in the business
hitherto carried on at No. 34,
Queen's Road Central under the
name of A. Abdoolrahim as
Architect, Surveyor and Civil
Engineer, ceases as from the 8th
day of September, 1920.

A. ABDOLRAHIM.

NOTICE.

102 bundles plain Galvanized
Wire

Marks: B. J. — Consignees Knapp
& Baxter

8.5.19
Hongkong

The above-mentioned cargo
having arrived by the s.s. "M. S. Dollar" on August 18,
1920, and remaining unclaimed,
consignees of same are hereby
notified that it is being stored at
their risk and for their account
in the hazardous and/or extra
hazardous godowns of the Hong-
kong & Kowloon Wharf &
Godown Co., Limited, and the
undersigned reserve the right to
sell same by Public Auction to
defray all charges should it not
be claimed within a reasonable
length of time.

THE ROBERT DOLLAR CO.,
Agents.

Hongkong, 9th September, 1920.

NOTICE.

The business hitherto carried
on by Mr. A. Abdoolrahim as an
Architect, Surveyor and Civil
Engineer at No. 34 Queen's Road
Central will as from to-day be
carried on under the style of
Abdoolrahim & Co. by the
undersigned at the same address.

Hongkong, 8th day of Septem-
ber, 1920.

JOHN MORAEZ,
WILLIAM HALL

NEW ADVERTISEMENTS.

QUEEN'S DISPENSARY.

NOTICE.

We beg to announce that

the Queen's Dispensary has

been removed to ST.

GEORGE'S BUILDINGS,

(OPPOSITE STAR FERRY).

HARPER AND CO. LTD.

PUBLIC AUCTION.

THE undersigned have received
instructions to sell by Public
Auction on

Wednesday the 15th. Sept., 1920

commencing at 11 a.m.

at their Sale Rooms, Duddell
Street

55 coils Cotton Belting

5 cases Piece Goods

1 case Boots and Shoes

1 case Machinery

1 case Safety Razors

10 cases Steel Box Strapping

1 case Electric Irons and
Toasters

5 kegs Powdered Chlorate of
Potash

234 tins Cereal

Terms: Cash on delivery.

LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

OF
VALUABLE LEASEHOLD
PROPERTY

Situate at Kowloon in the
Colony of Hongkong to be sold in
pursuance of an Order of the
Supreme Court of Hongkong
made in Action No. 99 of 1920
Original Jurisdiction Between
The Bank of Canton Limited
Plaintiffs and Samuel Ebenezer
Green trading as Banker & Co.
Defendant

on Monday, the 27th. day of
September, 1920.

at 3 o'clock in the afternoon
by

MESSRS LAMMERT BROS.
Auctioneers.

at their Auction Rooms, Duddell
Street, Victoria, Hongkong.

The property consists of—ALL
THAT piece or parcel of ground
situate in the Dependency of
Kowloon and Colony of Hongkong
and known and registered in the
Land Office as Section H of Kow-
loon Island Lot No. 410 together
with the message erected there-
on known as No. 15 Hankow
Road, Kowloon. Term 75 years
from 24th. June 1892 created by
a Crown Lease dated the 11th.
November 1892. Proportion of
Annual Crown rent \$20.12. Area
3,594 Square feet.

For further particulars and
conditions of sale apply to

MESSRS JOHNSON STOKES
& MASTER

Prince's Building,
Ice House Street,

Solicitors for the Vendor
or to

MESSRS. LAMMERT BROS.,
The Auctioneers.

Hongkong, 9th September, 1920.

FOR SALE.

MILNER'S SAFES

APPLY TO

LAMMERT BROS.
Duddell Street.

NOTICE.

From the 1st September Mr. L.
Gain has been appointed manager
of the firm in Hongkong to re-
place Mr. Gaujoir, former man-
ager, leaving Hongkong for the
Head Office in Tientsin.

R. GAUJOIR
General Manager
Brooklyn, N.Y.

WANTED.

WANTED.—Small furnished
House or Flat (3 1/2 room) from or
after November 1st. Peak pro-
ferred. Apply Box 438 c/o
"Hongkong Telegraph."

WANTED.—Singer Sewing
Machine, must be in good con-
dition. Apply Box 439 c/o "Hong-
kong Telegraph."

WANTED IMMEDIATELY.—A
Furnished flat or apartments in a
suitable locality. Willing to pay
a good price. Apply P. O. Box
No. 5.

TO BE LET.

TO LET.—Fully furnished.
Flat. Central position. From be-
ginning of October till end of May.
Reply Box 436 c/o "Hongkong
Telegraph."

FOR SALE.

FOR SALE.—Excelsior Motor
Cycle. In perfect going order.
Recently overhauled; new tyres.
A Bargain \$400 cash. Can be
seen by appointment. Write
Box 417 c/o "Hongkong Tele-
graph."

FOR SALE.—Just arrived.
Rennoe coach built side-car out-
fit, chassis, wheel and tyre, h.o.d
and screen, four lockers. Splendid
model. Expressly for Harley
Davidson. \$375. Apply Box 435
c/o "Hongkong Telegraph."

FOR SALE.—Land at Kowloon,
about 16,345 square feet, in a very
desirable position for European
dwellings. For full particulars
apply to—Linstead & Davis,
Alexandra Buildings, Hongkong.

NOTICE.

THE GREEN ISLAND CEMENT
CO. LTD.

AN INTERIM DIVIDEND of
Fifty cents per share has been
declared for the half-year ending
30th June, 1920.

Such Interim Dividend will be
payable on and after FRIDAY,
17th September, 1920 at the
Offices of the Company, where
shareholders are requested to
apply for Warrants.

The REGISTER of SHARES
of the Company will be closed
from 6th to 16th September, 1920
(both days inclusive) during
which period no transfer of
Shares can be registered.

By Order of the Board of
Directors.

SHEWAN TOMES & CO.
General Managers.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)
 "ACHILLES" 14th Sept. London, Amsterdam & Antwerp
 "MENTOR" 21st Sept. London, Amsterdam & Antwerp
 "HELENUS" 12th October London, Amsterdam & Antwerp
 "NEEMUN" 21st October London, Amsterdam & Hamburg
 "JASON" 31st October London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
 "CYCLOPS" 13th Sept. Genoa, M'les, L'pool & Glasgow
 "EURYPYLUS" 3rd October Marseilles, Havre & Liverpool
 "TITAN" 10th October Genoa, M'les, L'pool & Glasgow
 "PELEUS" 19th October Genoa, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)
 "TYNDAREUS" 6th October Victoria, Seattle and Vancouver
 "TEUCER" 20th October
 "IXION" 12th Nov.

NEW YORK SERVICE

(via Suez or Panama)

As per Joint Service Advertisement on Page 2.

HOMEWARD PASSENGER SERVICE

"MENTOR" 21st September for London direct
 "STENTOR" 8th October for London direct
 "TEIRESIAS" 19th October for London direct
 "IDOMENEUS" 3rd November for Liverpool via Marseilles

For Freight and all Information Apply to

BUTTERFIELD & SWIRE AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO. LTD.

S. S. "JACON"

From CALCUTTA via PENANG, SINGAPORE & SAIGON.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on September 17th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after September 18th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.
 As Operators, U.S. Shipping Board.
 Hongkong, 11th September, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"WAWALONA"

having arrived from Portland, Ore. via ports, on September 10th consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 14th inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after September 17th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
 United States Shipping Board
 Emergency Fleet Corporation
 Managing Agents.

THE ADMIRAL LINE.
 5th Floor Hotel Mansions.
 Hongkong, 10th September, 1920.

CONSIGNEES.

OSAKA SHOSEN KAISHA.

From TACOMA, YOKOHAMA, KOBE & NAGASAKI.

THE Company's Steamship

"CHICAGO MARU"

having arrived from the above ports, on the 10th September, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed. Goods not cleared by the 17th Sept. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Friday. All claims must be presented within Thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA.
 Y. YASUDA,
 Manager.

Hongkong, 11th September, 1919.

NOTICE TO CONSIGNEES.

PRINCE LINE FAR EAST SERVICE.

From NEW YORK

The Steamship

"MOORISH PRINCE"

Having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Friday, 17th inst. at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & CO.
 Agents.
 Hongkong, 12th September, 1920.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS
Call Flag "L"

Sole Agents for
 "NELVIN MOTORS."
 Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... Tel. K.21.
 Manager ... K.339.
 Secretary ... K.369.
 Harbour Engineer ... K.28.
 Telegrams "SEYBOURNE"

CONSIGNEES.

TOYO KISEN KAISHA.
NOTICE TO CONSIGNEES.

S. S. "PERSIA MARU"
 From SAN FRANCISCO via
 HONOLULU, JAPAN PORTS
 & MANILA.

From SOUTH AMERICAN
 PORTS via SAN FRANCISCO,
 HONOLULU & JAPAN PORTS.

The above named Steamer having arrived, on Friday, Sept. 10th 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after 17th Sept., 1920. All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on September, 18th at 10 a.m.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,
 Manager.
 Hongkong, 10th September, 1920.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO.

LONDON and STRAITS.

The Steamship

"BENALDER"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th Sept. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 25th Sept. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Sept. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.
 Agents.
 Hongkong, 11th September, 1920.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED

—DRY DOCK—
 LENGTH 787 FEET.
 LENGTH ON BLOCKS 750 FEET
 DEPTH ON CENTRE OF
 SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
 CAPABLE OF HANDLING SHIPS UP
 TO 3000 TONS DISPLACEMENT.
 ELECTRIC CRANE AT SEA WALL, CAPABLE OF
 LIFTING 100 TONS AT 70 FEET RADIUS

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.
 TELEPHONE NO. 18.
 CABLE PLANT: "T" OVER "AME, PEKINAT."

BUTTERFIELD & SWIRE, AGENTS.
 HONGKONG, CHINA & JAPAN.

Sufferers from Bad Legs, Abscesses, Ulcers, Glandular Swellings, Eczema, Boils, Pimples and Eruptions, Piles, Rheumatism, Gout, etc.

should realize that these complaints are the symptoms of deep seated blood impurities, and while outward applications may give temporary benefit, they can do no more because they cannot get below the surface of the skin.

The One Way to Real Relief,

complete and lasting, is to rid the blood of the poisonous waste matter, the true cause of such troubles. To do this you cannot better Clarke's Blood Mixture. This famous medicine of over 30 years' standing promptly attacks, overcomes and expels the impurities, that's why so many lasting cures stand to its credit. Pleasant to take and harmless to old and young alike.

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Don't be led to try a Substitute.

**Clarke's
 Blood
 Mixture**

"Everybody's
 Blood Purifier."

IN PRAISE OF ENGLAND.

MEDITATIONS IN A RAILWAY CARRIAGE.

To every one born and bred in England (says a *Times* writer) there comes sooner or later, with greater or lesser frequency, the desire to go and live somewhere else, somewhere where there is more sun and less cloud. Travelling does at first but accentuate the longing; for there are so many places where the sun shines all the year and there is none of the leadenness of English winters. California was my first love. What could be better than to spend one's life there, somewhere between Santa Barbara and San Diego, on a bee-farm for choice, amid the sunshine and flowers? That passion lasted for some years, surviving the temporary intoxication of Madeira and Ceylon, even the joyous, short-lived infatuation with Japan. Sweet entanglements, these, but evanescent. Then came the more imperious challenge to the affections of the West Indies. What, after all, has California to show to rival bits of Trinidad, St. Lucia, or, above all, of Dominica? Surely, for mere beauty, the Valley of the Roseau is the loveliest thing on earth. A terrible thing is the grip of the Tropics, of the tropical islands especially, on the imagination of the Northern-born who has once seen them; the call of the colour and the scent, and the vision of sickle-shaped bays where from the white sand palms lean over turquoise waters. And my last surrender was to Hawaii, where climate and scenery unite to make as nearly perfect a place for man to live as can be imagined.

So, at least, reason tells one. But the more and the farther one travels, the more the thought of England pulls at the heartstrings. Even grey London calls insistently; but most of all it is the English countryside of village church and tangled hedgerow. More and more the exile's memory whispers to him of England's beauty. Then he comes and finds that for all that he has dreamed he has never known how beautiful it is. The charm of England is woven of such simple and such little things that one wonders how it can presume to enter in the beauty competition of a world which has its Alps and Himalayas, its Grand Canyons, and its Mediterranean Sea. It could not if the appeal of beauty was to the eye alone. We think, as we look from the train window, that it is Nature which enchants us; but Nature did but furnish the tools, the paint, the coloured thread—to work with; and it is man who through loving centuries has wrought this tapestry the beauty of which is in its blending and variety.

Not to the eye alone is the appeal of this completeness, of the warm, finished comfort, and well-being; the blaze of colour in some cottage garden; the glimmer of roadway with wide green ribbons of grass between it and the blossom-dotted hedges; the knuckle-end of waste land all aglow with thistle and knapweed and scabious, where partridges run nervously to hide in the long grass; the bit of spinney, fringed with a ditch by which young rabbits sit like brown croquet balls of wool on the green turf; the open meadow of so tender a green because the grass is so much else than grass, being largely buttercup, bedstraw,

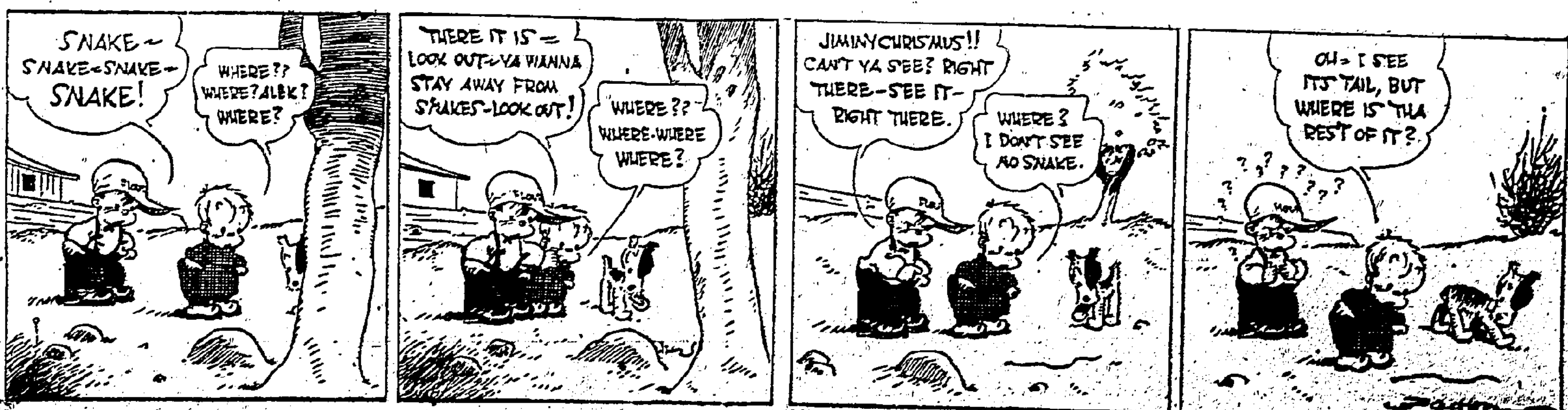
and clover, restharrow, yellow, and thyme; the dotted sheep and cattle and the solemn rooks pacing the cropped pasture; and above all the trees in the infinite variety of tint of oak and elm and chestnut, ash, sycamore, and beech, singly or in clumps and then in a larger cluster, half shading the red village and showing nothing of the church but the spire against the sky.

One fears that there is dreadful lack of economy. In Continental countries they suffer no knuckle-ends of waste where thistles breed, to winding hedges to eat up so much good tillable land, no scattered trees grown apparently where birds or the wind just chanced to drop the seed in mid-field or leaning over roads. Our forestry is contemptible; and we disregard the elementary principles of utilitarian husbandry. But the result is England, and it is an incomparable result. One must, it has been hinted, know other lands to know quite how beautiful England is; and it may be that just now the peace and restfulness are all the dearer by force of recent contrast. It was rather earlier than this two years ago when there was the long lull after the German thrust and the Allies were still gathering strength for their final advance, and my *ris-doris* at the dining table on the leave train was a certain soldier who had the reputation of being one of the hardest-fighting generals in France. The abomination of desolation was but a few hours behind us, and in the slanting sun the evening shadows were falling aslant on Kentish woods and orchards; I saw my companion's eyes brim over as he looked out, and unconsciously he thought aloud: "My God!" he said, "but it is a good country."

FRECKLES AND HIS FRIENDS

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BY BLOSSER



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BIRTHS.

AINSLIE.—At 56A, Nathan Road, Kowloon, on September 14th, to Mr. and Mrs. E. J. Ainslie, a son.

NASH.—On the 14th instance, at the Government Civil Hospital, to Mr. and Mrs. F. E. Nash, a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 14, 1930.

WHAT'S HAPPENING AT HOME?

In common with Britainers the world over, we in Hongkong are watching the trend of events in the Old Country with much interest and some concern. That affairs are in a very unsettled and restless condition there can be no doubt. But, eleven thousand miles from the centre of activities, it is a matter of no little difficulty to get to know what is really happening. That is so mainly because Reuter appears rather more fond of supplying us with opinions than with actual news. True, we are aware that there is danger of a widespread strike of miners (though Reuter has not even yet made it very clear what the exact issues are), that there is unrest amongst the electricians, that the Irish situation is still embarrassing the Government and that we have not yet got out of the Russo-Polish and Mesopotamian muddles. But what we chiefly want to know is whether there is any real fear of anything approaching a revolution occurring in England.

One of the latest messages to hand speaks of the threatened miners' strike as "a direct challenge of a revolution on Bolshevik lines," and then goes on to remark that if the miners defeat the Government, "Soviet tyranny would be established, the franchise would become a supreme force, the vote would be waste-paper and majority rule would be abolished." That, coming from England, reads very strangely, but what we should all like to know is whether there is any fear of these things happening, or whether these words may all be written down as so much Government-subsidised propaganda, designed to discredit the miners whilst in reality there is little danger of such a disastrous series of developments. At any rate, it gives us a little shock after Reuter's recent continued assurances that the situation was not really so black and hopeless as appeared on the surface. Then we are further told that there is a grave danger of the miners' leaders playing a game of bluff and that they may ultimately find, like the Kaiser in 1914, that the forces which they have incited will carry them over the brink. When Reuter sends us along comment of this kind, does he mean us to take it seriously, or are we to make allowances for a desire to draw picturesque though slightly exaggerated parallels? In other words, is it stage thunder or the real thing? Let us hope the former—a possibility which Reuter seems to encourage by pointing out that the sober elements in the recent Trade Union Congress, which Mr. Thomas managed admirably, were stronger than the debates suggested. If the situation is in reality not at all so black as one might be led to believe from this talk of possible "Soviet tyranny" and "a revolution on Bolshevik lines," then we all have a right strongly to resent having our feelings needlessly harrowed in this way, whatever the end in view may be.

The newspapers, and through them the public, look to cable agencies to supply them with news rather than views. It is, admittedly, helpful in moments of crises, to have an occasional review of popular feeling and of general tendencies, so long as impartiality is assured. But our general experience has been that Reuter is rather inclined to supply us with coloured opinions—mostly of one tint, too. Thus, in the message to which we have referred, we are impressively told of the succession of "cyclical problems" which Mr. Lloyd George's Government has to face—greater than any in history, we are assured. That the Ministry is in hot water all round we do not doubt, and if it is really finding things so terribly onerous and uncomfortable, then we think it had better practice a little constitutionalism and appeal to the country for its verdict. The worst of it is that, what with the strike, the Irish problem, the Mesopotamian mix-up and the Russo-Polish tangle, it would be difficult to submit to the electorate a straight, single issue. If we had the Referendum, that could be overcome. Still, despite the confusion, a General Election would probably help to clear the atmosphere, and, we hope, in its results teach Labourites in general that the country resents being dictated to by any one section of the populace. We cannot bring ourselves to believe that Britain wants anything to do with Bolshevism in any form. And for the present we refuse to be scared by Reuter's imaginary picture of what might happen if only a revolution were to happen as well.

NOTES & COMMENTS.

RAFFLES.

We are not going to take exception to the ordinary kind of raffle held in Hongkong for, although strictly speaking, it is illegal, it is generally an easy and convenient way of disposing of a good price of something one does not want. Of course, there are raffles for charitable objects and no-one could object to these—unless it be some puritanically minded old "fogie." But one method of organising raffles has come to our notice that approximates to something far more criminal than a mere breach of the Gaming Ordinance. The method adopted is this—Someone with more acquisitive desires than honesty lets it be known that he has several valuable possessions he wishes to dispose of and he offers for sale tickets ranging in the usual way from a few cents to a few dollars. The sale goes merrily on—with the help of a few kind friends—and when the amount of money received is sufficient the promoter proceeds to purchase articles answering the description he has given, but leaving for himself a handsome profit out of the sale of tickets. The prizes are given, as was announced, and none but the man who started the game is any the wiser. One case has come to our notice of where the promoter cleared 50 per cent. of the total money received. That's not a bad speculation, but it's a mean one. It's really a case of false pretences, because the man pretends he has something when he hasn't. And such a practice would very rightly call for strong action on the part of the Government, making all raffles not only illegal as now but actually proceeding against the promoters of any raffle no matter for what object. We publish these facts in the hope that none of our readers will support such "blind" raffles, for they can rest assured that the promoter is getting a pretty good picking out of the business through their support.

WEEK-ENDS.

What a week-end we had, to be sure! There was scarcely an interlude in the most incessant strain, and the majority of Hongkong's residents, to whom a fine week-end spells healthy outdoor relaxation, were forced to stay at home and mumble hard things about those alleged ancient gods who govern the elements. We ought to be proud of the fact that as a community (taking us in the large) we do not shut ourselves up in churches all day on Sundays. By all means let us make our reverence to God and help to preserve the Sabbath as a day of rest from irksome toil, but let us not be narrow to stiff-neckedness. The old days of Sundays spent in starched shirts and frills, in an atmosphere of sleek and pretentious piety; when it was wicked to read or laugh too loudly; when children were unnaturally hushed and frightened, have gone for good we hope. Religion is nothing if not human and so soon as clean human desires for outdoor relaxation are thwarted then religion sets up for itself a stumbling block. For the reason that the men and women of Hongkong do, for the most part, spend a considerable proportion of their week-ends in outdoor exercise, we feel disappointed when a wet Saturday and Sunday come along to spoil all the arrangements. Still, the hot weather is passing and we shall soon be in the clean, crisp days of a Hongkong winter. For which we render thanks in advance.

WONDERFULLY SIMPLE.

If anyone outside the inner circles of the Canton officials can tell us what the administrators of the two Kwangs are trying to do, then we shall be extremely grateful. As nobody inside those inner circles could, we don't think we shall receive any serious enlightenment. As is well known, there is an effort being made to patch up the differences existing between the North and the South, and although we don't think they will be successful we sincerely hope that they will be. But there is somebody named Tong Chi-yao who has to agree to the peace before it can be signed. Now when he has agreed to it being signed, he is not going to be allowed to sign himself, but someone named Li Shun, and the representative of the Military Government, will sign. Our Chinese telegrams told us yesterday that it has been decided (by whom is not stated) that if Tong agrees to the signing but does not agree as to the persons who are going to sign the Treaty, then the two Kwangs will

DAY BY DAY.

KNOWLEDGE IS THAT WHICH, NEXT TO VIRTUE, TRULY AND ESSENTIALLY RAISES ONE MAN ABOVE ANOTHER.—Aldous.

The Persia Maru is not calling at Shanghai this trip.

Mr. and Mrs. R. Floquet left by the Empress of Japan to-day.

The V. R. C. is holding another attractive aquatic fête to-morrow night, commencing at 9 p.m.

Another of H.M.'s ships is to be sold, the auctioning of H.M.S. Sandpiper at Kowloon being notified for 18th October.

Mr. Wikstrand, Charge D'Affaires of the Swedish Legation at Tokyo, is passing through here by the s.s. "Andre Lebon" for Sweden.

The total output of the Kailan Mining Administration's mines for the week ending 28th August, amounted to 94,153 tons and the sales during the period, to 60,118 tons.

There was sent to the Government Civil Hospital yesterday a Chinese foki of a tea shop at Queen's Road East who was wounded by two men who have since been arrested.

In a fall from the first floor of one of the Kowloon Godowns building yesterday a Chinese coolie fractured his thighs and arms, and was removed to the Kwong wah Hospital.

The many friends of Mr. G. Franklin Nightingale will regret to hear that he is lying ill in Japan. Mr. A. O. Brown is temporarily acting as Headmaster of Kowloon British School.

Ng Pek Chi and five other revolutionists were arrested and shot outside the City at Canton on September 12. These prisoners were found in possession of revolutionary documents.

Mrs. Harry Woods arrived here by the s.s. Andre Lebon to-day. The Misses Woods will follow later by the Paul Lecat about the 15th instant and will shortly recommence dancing tuition here.

The body of a Chinese was picked up from the Harbour yesterday morning near Blake Pier. It is believed to be that of a Chinese whose sampan was wrecked in the squall during the week-end.

Mr. Wong Sik Pui and several other merchants have petitioned the Civil Governor for a charter to establish an electric light plant in Whampoa. The magistrate of Pungu has been instructed to investigate and report on the matter.

By the M.M. Andre Lebon, which came in this morning, there arrived M. and Mme. Reynaud. Mr. Reynaud, who was French Vice-Consul at Shanghai, will be Acting Consul General for Hongkong vice M. Hauchecorne, who is going on two months' leave.

Monsieur C. E. W. Ricou returned to the Colony by the M.M. Andre Lebon this morning. It will be remembered that he made the flight to Shanghai and was, until his return to the south, engaged in the establishment of an aviation service between Hankow and Shanghai.

Since work on the modern road from Tak Shoon Street to Kau Cheung Street and Tin Ping Street is to begin shortly, the Canton Municipality has ordered that all the houses within the area of the proposed road should be demolished within 15 days from the issuing of the order.

"cancel their independence and co-operate with the North to attack Yunnan." The situation is about as clear as mud in a wineglass and the position of Tong looks as though it is responsible. Not until he has agreed to the agreement being signed can it be signed, but he is not going to be allowed any say as to who shall sign. Do you see? If Tong wants his way he has only to keep silent. Simple, isn't it?

AN ISLANDER'S DIARY.

(BY "AJAX.")

There is at present some attention being given to the servant problem in the Colony. Is there any valid reason why servants should not be registered? The suggestion to introduce compulsory registration in Hongkong has been made time and again but nothing tangible has been done. A borrowed suit and shoes make a "boy" out of a marauder, or of a labouring coolie. If he says that he is a "boy" he has to be accepted as such till he is found out, or disappears with half the family plate. With registration, the household would know whom he is engaging. Track would be kept of every servant and in time the bad ones would revert to the employment to which they are best suited, and only the good ones remain. The need for the protection of the employer is real, for under existing circumstances one may engage a criminal, who has just left prison, without knowing it. The registration of servants under very strict conditions is, it is interesting to note, being urged in many parts of the Far East.

The trouble in many places is not so much the exorbitant wages, as the boycotting of persons for every conceivable reason, a criminal offence in the eyes of the law. Another point is the difficulty of obtaining good servants in Hongkong. Ten years ago domestic servants in the Colony were more honest and usually much more permanent. They were faithful, attached to their masters and seldom left their service without regret. Registration should remedy a state of affairs which is growing decidedly worse. There is nothing in the principle of registration to which the Chinese domestic could take objection. The servants' societies in Hongkong, usually on the most unreasonable demands of "boys," can institute a very effective boycott against any household.

What has happened to the Government's scheme to run their own tramways in Kowloon? The monopoly, I believe, was refused the Hongkong Tramway Company, the Government expressing a desire to lay down their own tram tracks on the Peninsula. We were promised that the fares would be very low and we had progressed so far as to have a plan showing the roads that such a Government tramway would traverse. It almost looks now as if we have been living in a Fool's Paradise, for I am told that the scheme has been practically abandoned. Possibly the Secretary of State for the Colonies has vetoed this intention of the local Government. It is left to be seen whether the Hongkong Tramway Company will pursue its request for a monopoly in Kowloon.

At any rate, it appears that a number of experts are at present busy drawing up a tender and the terms for the running of motor buses in Kowloon along the principal roads. The fares, I hear, will be on the stage basis, and will be reasonable. The buses will have to leave and arrive at certain times to coincide with the arrivals of the launches. It is left to be seen whether the Kowloon people will take to the motor bus. There is nothing to indicate that they will not. The ricksha is not a very convenient means of conveyance, and is often unkempt and dirty. Probably, to attract tenders, the local Government would have to guarantee the operating company some sort of a decent return on its capital. After all, the success of any motor bus service at the beginning must be problematical, and if the Government is anxious that the residents of the Peninsula should have a cheaper means of transport and is anxious to see a motor bus service inaugurated, it must be prepared to subsidise the concern that takes the risk.

There seems to be no limit to the enterprise of the Hongkong Hotel. Not so long ago the management were trying to discover for us a health resort, and as a result succeeded in establishing the popularity of Repulse Bay. Now, I hear, the Hotel may go in for garaging and a big motor car service, at rates which I am told

MOTOR NOTES.

MORE USEFUL HINTS.

Do not avoid changing the oil in the crankcase because it is a dirty job. The manufacturer knows when the oil should be changed and his advice should be followed. This would save you many a trip to the garage.

TEST VALVE SPRINGS.

Valve springs should be tested occasionally to see if they are of full strength. If they are weak, they permit the pistons to draw burnt gases into the cylinders, thus creating an improper mixture. The average strength of a valve spring is 30 pounds.

COVER SPARE TYRES.

Sunlight and air are detrimental to rubber. Therefore, keep your spare tyres covered. And park in the shade as much as possible. Statistics have shown that a tyre good for 6000 miles when new, will lose as much as 2000 miles by being unprotected for a year, against the sunlight and air. It pays to get a tyre cover.

WHEN CARBURETTOR COUGHS.

Coughing in the carburettor followed by sharp explosions in the muffler, indicates wrong adjustment of the auxiliary air valve. Coughing, followed by choking down and stopping of the motor, shows there's water in the gasoline.

WATCH REAR AXLE.

The intense mechanical strain undergone by the rear axle calls for the most scrupulous watching to keep it in condition. This is the centre of intense mechanical activity, carrying all the pushes and pulls and jolts and jars of the whole car. The car owner should therefore guard against any rear axle trouble. The safest way is to have the axle examined by an expert as soon as slight trouble develops.

POWER ALCOHOL.

England is seeking a substitute for gasoline in earnest. The newly formed Empire Motor Fuels Committee is releasing several thousand gallons of power alcohol weekly as a preliminary experiment toward an increased use of this fuel.

A DRASTIC METHOD.

Athens has found a way to stop speed maniacs. It's a plank studded with nails! When a car appears to be speeding, an officer throws the plank in the road. If the machine is not going fast and the brakes work, it ought to stop before reaching the trap; otherwise, the motorist goes to the judge while the tyres go to the repair shop.

NEW FORD CAR.

A new type of Ford car is promised. So says a report from Detroit, where it is said Henry Ford has completed plans for a new model which would make the rider believe he was in a Cadillac. The details of the new car are not available, except that the motor has been designed to eliminate every bit of vibration and that the body of the car will be entirely of metal.

BRITISH BATTLESHIP BECOMES CHILIAN.

Built in England for the Chilean navy and commandeered during the war, the battleship Canada hoisted the Chilean flag at Plymouth recently and was formally handed over to Admiral Sir Louis Gomez, of the Republic's navy. The battleship will now be known as the Almirante Latorre.

will be below what is charged by the different garages in the Colony. I hear that it is the intention to import some sixty motor cars for the use of tourists and patrons of the Hongkong Hotel, and that there will be two garages—one at Repulse Bay and the other in the Hongkong Hotel, in the lane separating the Hotel building from that housing the Alexandria Cafe.

The success of the Repulse Bay Hotel has certainly established the reputation of Mr. Taggart, the Hotel's Manager, to whose pertinacious striving is due the creation to-day of a popular seaside resort. As a Manager, Mr. Taggart has no peer in the East, for it is principally to him that the Hongkong Hotel owes its present position as the best Hotel in the Far East. The 1752, and for a long time was known as Birmingham Hall. The famous "head" father was collector of Customs at Cowes, and as he moved a few years after the birth of his son, to the other side of the water, it is doubtful whether Arnold knew much of Birmingham Hall.

TO-DAY'S MISCELLANY.

Voluble talk on the all-absorbing topic of Bank Holiday kept the breakfast table merry. Each member of the family had the option of choosing his or her special treat. The two boys had made up their minds long before; the elder deciding on a day at the Oval—weather permitting—and the younger selecting Olympia. In his haste to communicate his decision the latter said, "I'm going along with our scoop of boy trout."

Manchester Corporation has bought the famous Free Trade Hall, the scene of many a memorable meeting. There Gladstone, Bright, Balfour, Lloyd George, and many other politicians have delivered great speeches. The hall is not one of the best for acoustics unless it is quite full. Then, even Lord Morley's voice, which was never very strong, could be heard with satisfaction. Singers have found the Free Trade Hall a very good auditorium.

How strange it seems to read that Earl Kitchener of Khartoum has arrived in England. It is the eldest brother of the famous Field-Marshal, who succeeded to the earldom after the Hampshire disaster. Lord Kitchener is over 70 years old. He has had a long military career, and was busily engaged in the East African campaign during the war. Lord Kitchener travelled from the Cape on the same boat as Sir Harry Lauder.

Mr. Carl Salter, who has succeeded Dr. Hugh Mill as head of the British Rainfall Organisation, discloses the real grievance everyone feels against the past July, says a Home paper. It is not that there was so much rain in July. Three out of the previous five Julys have had more. But the rain was generally dilatory and half-hearted. It was falling in unmeasurable quantities for 74½ hours, or an average of nearly 2½ hours a day. The past 40 years supply only one instance of a July with as much as 60 hours rain, and only four with even as much as 50 hours.

The Welsh Eisteddfod at Barry leads a correspondent to ask a conundrum which we cannot answer. "Why is there so large a proportion of tenor voices in the Principality?" His own suggestion is that mountain air, being clear and pure, keeps the head cavities in good condition and assists in the production of head notes and overtones. Italian air, with its peculiar quality, appears to have a similar effect, and tenor voices abound in the Scottish Highlands. But there is a marked difference in "timbre" between the tenors of Italy and the "high-grown" voices of these more northern isles.

It is just as well that the statue of Mr. Joseph Chamberlain, to be erected in the Central Hall of the Houses of Parliament, should be submitted to the members of the family before it is placed in position. That has been done, and we are told that Mr. Tweed's work has received the unqualified approbation of Mr. Austen Chamberlain and his relatives. There was an occasion, nearly a quarter of a century ago, when this formality was omitted. In February 1896 the late Duke of Devonshire unveiled at Westminster a statue of John Bright by a famous sculptor who has since fallen on evil days. The family strongly objected to what they regarded as a caricature, and the statue was, owing their protests, removed.

Cowes is so identified with yachting and Queen Victoria that a point of interest to educationists and the scholastic world is generally forgotten. It was at the regatta centre that the great headmaster of Rugby, Dr. Arnold, was born 125 years ago, and the house is still standing, although it was built more than a century and a half ago. Arnold's birthplace, now called Westbourne House, stands between the station and floating bridge. With the adjoining Medina House, it was erected in 1752, and for a long time was known as Birmingham Hall. The famous "head" father was collector of Customs at Cowes, and as he moved a few years after the birth of his son, to the other side of the water, it is doubtful whether Arnold knew much of Birmingham Hall.

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THE ROAD TO RUIN.

PUBLIC DEMAND FOR ECONOMY.

The Committee of the newly-formed People's Union for Economy has decided to issue the following manifesto:

The necessity for drastic retrenchment in the public services is now fully realized. In 1913-14 the total expenditure was £207,917,437. In the present year the gross expenditure of the country is estimated at £1,282,274,000 that is to say, more than six times as much as six years ago. This is a formidable figure. If a sound national life is to be reconstructed on which enduring social reforms can be based, expenditure must be calculated on the financial capacity of the country. Moreover, excessive capital expenditure by the Government tends to increase that high cost of living which is pressing so severely upon the people. The steps by which the necessary saving can be brought about depend not only upon the more economical administration, but to a greater extent upon a change in the policy of the Government. This change should commence forthwith if the Budget for 1921 is to be brought within the financial resources of the country.

1.—FOREIGN AFFAIRS.

So far as our engagement honourably permit, we should aim at the reduction of our responsibilities. Whether as mandatories or as acting on behalf of the Allies, we should refuse any extension of our commitments for the restoration of order in Russia or in the Near East. In Mesopotamia we should reorganize the administration with a view to limiting the expenditure to a figure which would largely be borne by local resources. The present administration of Mesopotamia is a notable example of the undue increase in our obligations. Our occupation of that country on its existing footing involves the maintenance of a force this year of 75,000 men, at a cost of no less than 30 millions of money. This commitment requires severe restriction.

2.—THE CONTROL OF INDUSTRIES.

Under the system of Government control and Government subsidies whole trades have been hopelessly disorganized, and costs to the public have been raised with diminished efficiency and production. Items involving millions of money occur in the estimated gross expenditure for 1920-21 for coalmine deficiencies, railway deficits, the Ministry of Munitions, the Ministry of Shipping, and the bread subsidy.

The time for doles has gone by, and should be replaced as soon as possible by a return to ordinary conditions. The Government have also indulged in a number of business undertakings which they are wholly unfitted to carry on, and which have been the source of great loss.

We strongly advocate the decontrol or the relinquishment, as the case may be, of all undertakings which can properly be carried on by private enterprise.

3.—UNNECESSARY GOVERNMENT DEPARTMENTS.

The continuance of new Government offices founded during and since the war, with the exception of the Health and Pensions Ministries, should cease, and obsolete departments be brought to an end. A Commission should be appointed to wind up the Ministry of Munitions and the Ministry of Shipping and all activities of the Ministry of Transport and the Ministry of Food which are not absolutely necessary. Those

MORE PAID MAYORS?

DIFFICULTY OF GETTING BUSINESS MEN TO ACT.

Several municipalities throughout England are considering whether or not they should pay their Lord Mayors and Mayors for the duties they perform.

Local authorities are finding that the average business man cannot afford the time to fill the mayoral chair without some compensation. Consequently, the number of paid mayors will have to be increased. Prejudice in this respect is at last disappearing, for already the leading cities have adopted the practice, which at one time was looked upon with so much disfavour.

Sheffield makes an allowance of £1,000 a year to its Lord Mayor. The Lord Mayor of Manchester gets £2,000 a year and the use of a motor car, whilst Cardiff, Bristol, Doncaster and Barnsley and several other places make grants to their municipal chiefs. But the practice already established is sure to be extended considerably during the coming municipal year.

used functions which remain should be transferred to the Board of Trade. The Ministry of Labour and the Board of Trade can be amalgamated in a single Ministry of Commerce and Labour. Labour exchanges in their present form are useless. A separate Ministry of Mines need not be established. All necessary duties can be performed by the Home Office, or what would be the Ministry of Commerce and Labour. The number of officials in all Government Departments must be radically overhauled. With regard to legislation generally, we are determined in every way possible to further the cause of social reform, yet in the circumstances of the time we are forced to the conclusion that measures must be scrutinized, not merely in respect of their intrinsic merits, but also in regard to any additional strain they will impose upon the financial resources of the country. It must be remembered that any such strain reacts upon the whole of the community.

The Government have failed to give effect to the cardinal principle that a nation must cut its coat according to its cloth. Unless this is realized no people can prosper for long, and it is to avoid future suffering that we urge the electorate to give us their support and to press these views upon their representatives.

THE COMMITTEE.

The Committee consists of the following distinguished public men:

Lord Asquith, Lord Chalmers, Sir Richard Cooper, M.P., Lord Cowdray, Sir Herbert Dixon, Lord Emmott, Sir Robert Hadfield, Lord Inchcape, Lord Islington, Mr. Walter Leaf, Lord Midleton, Mr. John Denison Pender, Mr. Peter Rylands, Lord Salisbury, Lord Selborne, Sir Arthur Steel Maitland, M.P., Sir Richard Vassar-Smith, and Mr. Godfrey Locker-Lampson, M.P.

MEAN HUSBANDS.

"My husband is so mean that he makes me pay him for an egg from his own fowls," complained a wife to the Willesden magistrate. "Does he charge you the full market price?" asked his worship. "Yes, indeed he does," was the reply, "and money down before you get your egg. And me the mother of his ten children." The magistrate expressed regret that the Legislature gave him no power to deal with mean husbands.

CANADA BIDS FOR AMERICA CUP.

CHALLENGE FOR 1921.

Mr. Alexander C. Ross, of Sydney, Cape Breton, a former member of the Canadian Parliament for Victoria and Cape Breton North, has sent a challenge for the America Cup. He proposes that the contest should take place in July next year.

The challenge came in the form of the following telegram, consideration of which will be taken up by the America Cup Committee of the New York Yacht Club:

"Allow me, as a life member of the Cape Breton Royal Yacht Club and a member of the Halifax Yacht Club, to congratulate your club on the retention of the America Cup.

"Hearing through the Press that Sir Thomas Lipton does not intend to compete for the cup in 1921, on behalf of these clubs I respectfully beg to challenge to compete for the cup in July 1921.

"We will build a boat on the Atlantic coast, to be manned by Canadians, if you grant us this opportunity of competing.

"We will abide as to measurement and course, &c., and will submit our bona-fides by letter. Soliciting an early reply at my expense. Reply Montreal—A. C. Ross."

PROBABLE DESIGNER.

It is expected that the challenge will be sent formally through the Cape Breton Royal Yacht Club.

Advices from Montreal say that yachting circles are already discussing the possible designer for the challenger—which it is proposed to name Maple Leaf—and Mr. G. Herrick Duggan is suggested as the most logical choice.

While Mr. Duggan is known internationally as the engineer who built the Queen's Bridge over the St. Lawrence River, and other notable Canadian structures, he has also designed some of the speediest sailing craft ever turned out in the Dominion, and moreover, has a reputation as a skipper of high ability.

He was in the United States during the trials that preceded the race for the America Cup, and sailed on Shamrock IV, with Sir Thomas Lipton's friend, Mr. Aemilius Jarvis, of the Corinthian Club of Canada.

PUBLIC SUBSCRIPTION?

A further suggestion is that Mr. Charles E. Nicholson, designer of Shamrock, should co-operate with him.

The fact that the boat would be built on this side of the Atlantic will tell strongly in favour of the new challenge, it is believed.

There is talk in Canada of a popular subscription to defray expenses. Mr. Ross, however, is very wealthy, having large mining interests at Cobalt, Northern Ontario, and real estate holdings of great value in Sydney.

[It is estimated, says Reuter, that Mr. Ross's project will cost nearer £400,000 than £200,000.]

BISHOP OBJECTS TO "MY LORD."

PREFERS A GREETING OF "HOW D'YE DO."

The new Bishop of the Diocese of St. Albans, Dr. Furse, recently transferred from South Africa, is already effecting big innovations, writes a *Daily Chronicle* correspondent.

The other day he told a crowd that he much preferred folk to address him with "How d'ye do?" rather than "My lord."

Dr. Furse has decided to establish in his diocese a "Bishop's Senate," which is to be composed of himself, the Dean, and one or two other diocesan ecclesiastics, with 15 clergy elected by the clergy themselves, and including three assistant priests.

All clergy who are members of Ruri-decanal Chapters are to have a vote in the election of the clergy representatives. The first election is to take place in November.

The Bishop points out that the new body will necessarily possess no statutory or executive powers. But it will "advise the Bishop on all matters affecting the working of the diocese," and all matters more directly affecting the clergy. And the Bishop, if he acts contrary to the advice of the Senate, must be prepared (Dr. Furse says), "to take the consequences of finding the great bulk of the clergy opposed to his action."

DAIRY FARM NEWS.

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PRIME MINISTER AND MR. CHURCHILL.

REPLIES ON THE WAR SECRETARY'S ARTICLE.

Several questions were put to the Prime Minister in the House of Commons recently on the subject of an article written by Mr. Churchill for a London evening newspaper.

Capt. O'Grady asked whether the Prime Minister's attention had been drawn to the article on Poland and Russia, in which the Secretary for War stated that peace with Russia was only another form of war; and whether the opinions therein contained represented those of the Government as a whole.

Other hon. members put similar questions. One by Colonel Wedgwood suggested that the article seemed intended to instigate the German military party to assist in fighting Bolshevism in the East.

WRONGLY INTERPRETED. Mr. Lloyd George replied that the article did not bear the interpretation sought to be placed on it in the questions.

Capt. O'Grady: Has the right hon. gentleman seen the criticisms in the French papers on the matter, particularly with regard to statements made in the article as to Germany being given a mandate?

Mr. Lloyd George replied that he should be sorry to make any one responsible for what had been attributed in criticisms in papers, either French or British.

Sir D. Maclean: If the article in question does not bear the interpretation, does it express the agreed policy of his Majesty's Government?

The Premier: I only read it this morning. I do not think it is so much an expression of policy as of a hankering.

MR. CHURCHILL'S DESIRE. Sir D. Maclean: Does the Prime Minister approve of the "hankering" on the part of his colleagues on matters of very vital European policy as expressed in a daily newspaper?

The Prime Minister: I cannot control my colleagues' desires. An Hon. Member: You can get rid of him.

Capt. O'Grady: Is it not a fact that the Cabinet came to a considered policy on the question of the issue between Poland and Russia, and if so what does he think of a colleague who goes and cuts right across that policy, and whether the right hon. gentleman does not think that in any ordinary business concern if one of his co-directors did a thing like that there would be nothing for it but discharge. (Hear, hear.)

Mr. Lloyd George: There is nothing that I am aware of that cuts across any declaration of policy by his Majesty's Government.

Mr. MacCallum Scott asked whether it was not the declared policy of the Government to prevent the Bolsheviks from overrunning Poland, and whether there was anything contrary to the declared policy of the Government in expressing a wish that Germany should assist in that policy.

EFFECT ON RUSSIA. Colonel Wedgwood asked whether the right hon. gentleman was aware that this article by his colleague had appeared in Russia, and whether its publication there was likely to bring the Russians to come to terms with Poland, or was it not likely to make them

HOW MUCH IS YOUR BABY WORTH?

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Here is one endorsement out of many received. It comes from an American mother, Mrs. W. M. Stoddart, of East Brookfield, Vt., U.S.A., who writes:—"I have never found anything as good as Baby's Own Tablets for regulating the bowels of little children. My baby was sick and restless while cutting his teeth but the Tablets quickly made him all right."

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INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
RED SEA, EGYPT, EUROPE, ETC.
PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
JEYPORE (cargo)	5,300	15 Sept. noon	M'les, London & Antwerp.
DILWARA	5,400	17 Sept. noon	S'pore, Colombo & B'way.
KHIVA	9,000	24th Sept.	M'les, London & Antwerp.
NANKIN	6,900	8th Oct.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TANDA	7,000	24th Sept.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th Sept.	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
ST. ALBANS	4,500	6th Oct.	

Omits Sandakan; calls port Darwin.

SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	4,500	17th Sept.	Japan direct.
G. APCAR	4,500	19th Sept.	Shanghai & Japan.
TORILLA	5,200	21st Sept.	Shanghai & Japan.
KASHGAR	9,000	22nd Sept.	Shanghai & Japan.

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Passage Mailing not more than 24 hrs. It will be received at the company's Office up to noon on the day previous to sailing.

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Cargo to Overland Points U.S. in connection with Great Northern,
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KATORI MARU	Thursday, 30th Sept., at 11 a.m.
TAJIMA MARU	Friday, 8th Oct., at 11 a.m.
LONDON & ANTWERP	via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU	Monday, 20th Sept., at noon.
TAMBA MARU	Friday, 1st Oct., at noon.
MISHIMA MARU	Friday, 15th Oct., at noon.

HAMBURG, LONDON & ROTTERDAM	via Suez, 29th October.
DAKAR MARU	Friday, 29th October.

MARSEILLES & LIVERPOOL	via S'pore, C'bo, Suez & Port Said, 28th September.
TOTORI MARU	Tuesday, 28th September.
SYDNEY & MELBOURNE	via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	Wednesday, 22nd Sept., at 11 a.m.
NIKKO MARU	Wednesday, 20th Oct., at 11 a.m.

NEW YORK via Panama	Sailing from Kobe 26th September.
SOUTH AMERICAN PORTS	via Cape.
TOBA MARU	Sailing from Singapore Beginning of October.

BOMBAY & COLOMBO	via Singapore, 15th September.
TAJIMA MARU	Wednesday, 15th September.
YETOROFU MARU	Beginning of October.

CALCUTTA & RANGOON	via Singapore & Penang.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.	
NIKKO MARU	Saturday, 18th Sept., at 11 a.m.
AKI MARU	Saturday, 16th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.	
SADO MARU	Friday, 17th Sept., at 11 a.m.
SHIN-I-MARU	Monday, 20th September.
KITANO MARU	Thursday, 30th Sept., at 11 a.m.

For further information apply to—	NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293.	S. YASUDA, Manager.

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Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	in port	20th Sept.	Shanghai.
Tjibeel	Japan	in port	17th Sept.	Java.
Tjimanok	Java	20th Sept.	26th Sept.	Yokohama.

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Tjisondari	Java	in port	18th Sept.	San Francisco.

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For JAVA, S.S. "BORNEO M." sailing on or about 16th Sept.

S.S. "SAMARANG M." sailing on or about 10th Oct.

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LONDON	"SWAZI"	18th Sept.

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Destination	Steamer	Sailing
SHANGHAI	Esang	Wed. 15th Sept. at d'light.
HAIPHONG via Hoihow	Loksang	Wed. 15th Sept. at 8 a.m.
SHANGHAI via Swatow	Tungshing	Wed. 15th Sept. at noon.
MANILA	Wingsang	Wed. 15th Sept. at 2 p.m.
Kobe	Chaksang	Wed. 15th Sept. at 3 p.m.
STRAITS & Calcutta	Kumsang	Thur. 18th Sept. at 3 p.m.
MANILA	Loongsang	Fri. 17th Sept. at 3 p.m.
TIENTSIN	Chilshing	Fues. 21st Sept. at d'light.

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S.S. "KUMSANG" will be despatched on or about 16th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

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For	Steamers	To, Sail.
WEIHAIWEI, CHEFOO and TIENTSIN	Mulchow	15th Sept. at 10 a.m.
NEWCHWANG	Kansu	15th Sept. at noon.
SHANGHAI	Sinkiang	16th Sept. at noon.
SHANGHAI & TSINGTAO	Teian	19th Sept. at d'light.
AMOY, SHAI & PUHOW	Shanlung	21st Sept. at 10 a.m.
SWATOW & BANGKOK	Kanchow	21st Sept. at noon.

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Steamships	Captain	Leaving
Haihong	W. C. Passmore	TUES. 14th Sept. at 2 p.m.
Hailong	J. S. Thomson	FRI. 17th Sept. at 2 p.m.
Haiqing	A. H. Stewart	TUES. 21st Sept. at 2 p.m.

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Sailings from Hongkong	via Suez	14th Sept.
"BIRMINGHAM CITY"	via Suez	30th Sept.
"AJAX"	via Suez	5th Oct.

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**MOVEMENTS OF
STEAMERS.**

The Dollar Line Company's s.s. HAROLD DOLLAR (New York Line) left New York on July 13th, and is due in Hongkong September 25th.

The N. Y. K. s.s. KITANO M. (European Line) left London for this port via Suez on the 21st Aug. and is expected here on the 29th September.

The N. Y. K. s.s. KAMAKURA M. (Liverpool Line) left Liverpool for this port via Suez on the 29th August, and is expected here on the 10th October.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Thursday Is. for this port via Suez on the 5th Sept. and is expected here on the 17th September.

The T. K. K. s.s. KOREA M. arrived at Yokohama on the 7th instant, and will sail 10th inst. in accordance with schedule, being due at Hongkong 22nd inst.

The Dollar Line Company's s.s. MELVILLE DOLLAR (New York Line) left Shanghai on Sept. 13th and is due in Hongkong Sept. 16th daylight.

The Robert Dollar Company's s.s. U.S.S.R. GYLMONT (Coast Service) left Singapore on Sept. 10th and is due in Hongkong Sept. 20th. She is calling at Saigon.

The Dollar Line Company's s.s. MELVILLE DOLLAR, left Vancouver on August 12th and is due in Hongkong Sept. 15th.

The N. Y. K. s.s. TAIAN M. (Bombay Line) left Moji for this port on the 9th Sept. and is expected here on the 14th Sept.

The s.s. ACHILLES (Blue Funnel Line) left Shanghai on 10th inst. for London, Amsterdam & Antwerp via Hongkong. Vessel is due here on 13th inst. and will sail, as above, on 14th inst.

The s.s. STENTOR (Blue Funnel Line) left Singapore on 10th inst. for Hongkong and is due here on 16th inst.

The N. Y. K. s.s. SADO M. (European Line) left Singapore for this port on the 10th Sept. and is expected here on the 15th September.

The N. Y. K. s.s. YOKOHAMA M. (European Line) left Kobe for this port via Moji and Shanghai on the 10th Sept. and is expected here on the 19th Sept.

The P. & O. s.s. JEYPORE left Shanghai for this Port on the 11th instant at 10 a.m. and is due here on the 15th instant at about 6 a.m.

The s.s. AJAX (Blue Funnel Line) left Singapore on 11th inst. for Hongkong, and is due here on 16th instant.

The B. I. s.s. G. APCAR, left Singapore for this Port on the 12th instant, and is due here on the 17th instant at about 6 p.m.

The R. M. S. EMPRESS OF ASIA arrived at Shanghai on 11th Sept. left there 13th Sept. and is due at Manila on 15th September.

The N. Y. K. s.s. INABA M. (European Line) left London for this port via Suez on the 10th September, and is expected here on the 20th October.

The P. & O. s.s. DILWARA left Shanghai for this port on the 13th inst. at 11 a.m. and is due here on the 16th inst. at about 7 a.m.

PASSENGERS DEPARTED.Pers. s.s. EMPRESS OF JAPAN.
—Mr. C. W. Anderson, Mr. and Mrs. Bass, Mr. S. Dods, Mr. and Mrs. H. E. Dale, Mr. Jos. Foley, Mr. J. B. Forrest, Mr. F. H. Pilley, Mr. and Mrs. R. Floquet, Mr. Allan Gordan, Mr. Baron Hedenstiern, Mr. W. J. Bunt, Mr. and Mrs. T. Hope, Mr. T. A. Henriksen, Mr. W. D. Hopson, Mr. J. L. A. Maher, Lieut. and Mrs. H. C. McGinnis, Mr. and Mrs. C. H. Offhouse, Mr. F. Pet, Mr. C. E. Peterson, Capt. L. O. Richardson, Mr. Ahnash Ram, Mr. Mahesh Narayan Rai, Mr. Mahan Singh, Mr. Bhag Singh, Mr. Maurice Viel, Mr. H. D. Varley, Mr. J. L. Wegener, Mrs. C. Wallace.

TO-DAY'S PICTURES.



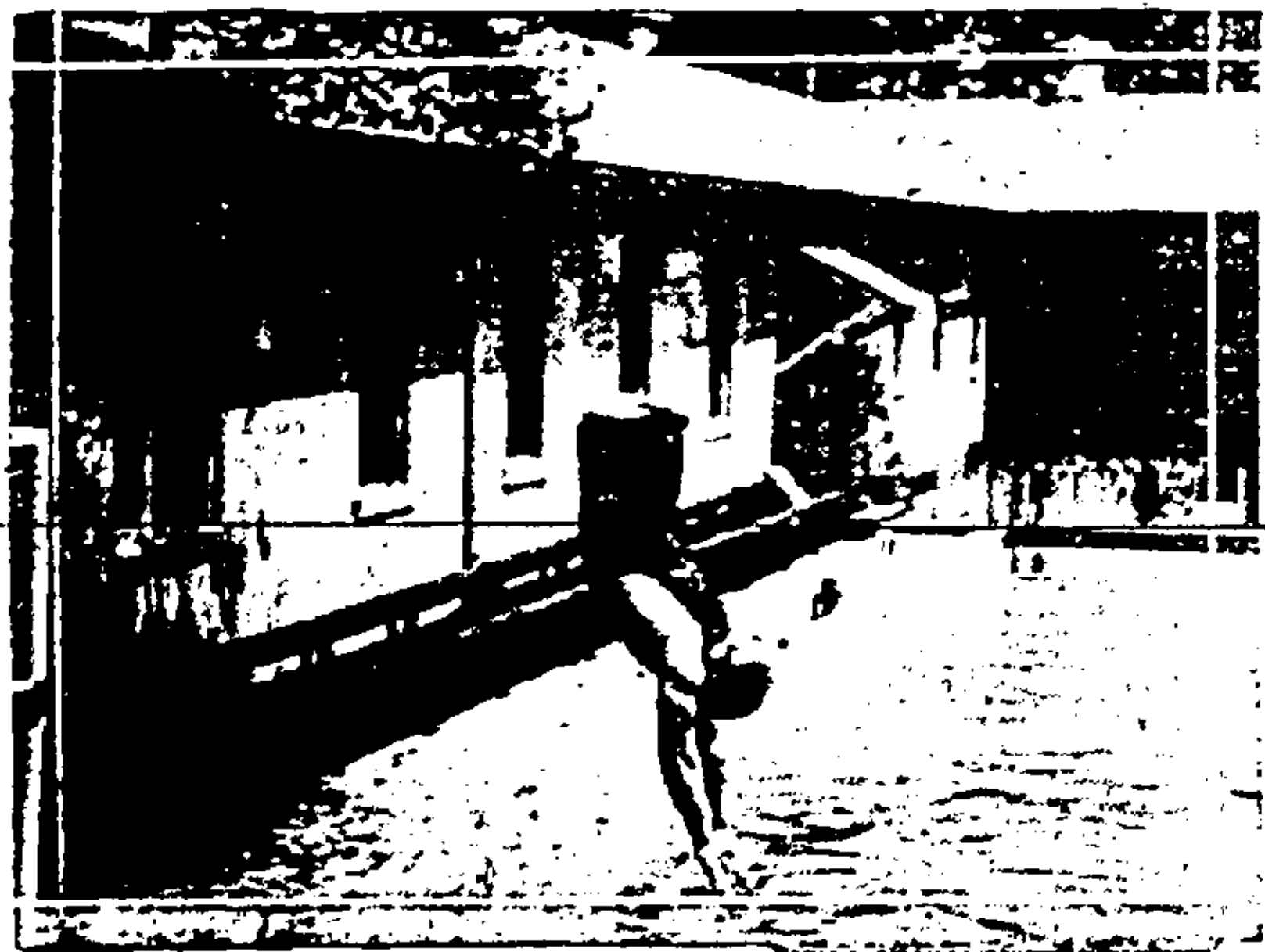
IN RESTLESS IRELAND.

Troops on duty on the outskirts of Dublin.



IN THE POLISH CAPITAL.

Polish troops lined up in one of the main streets of Warsaw.



A WAR HERO.

Lieutenant Robert S. Fletcher, one of the heroes of the war, both of whose legs have been amputated, photographed in the pool at the Walter Reed General Hospital, Washington.



OLYMPIC COMPETITORS.

Above are seen the Annapolis Naval Academy oarsmen who represented the United States at the Olympic Games.



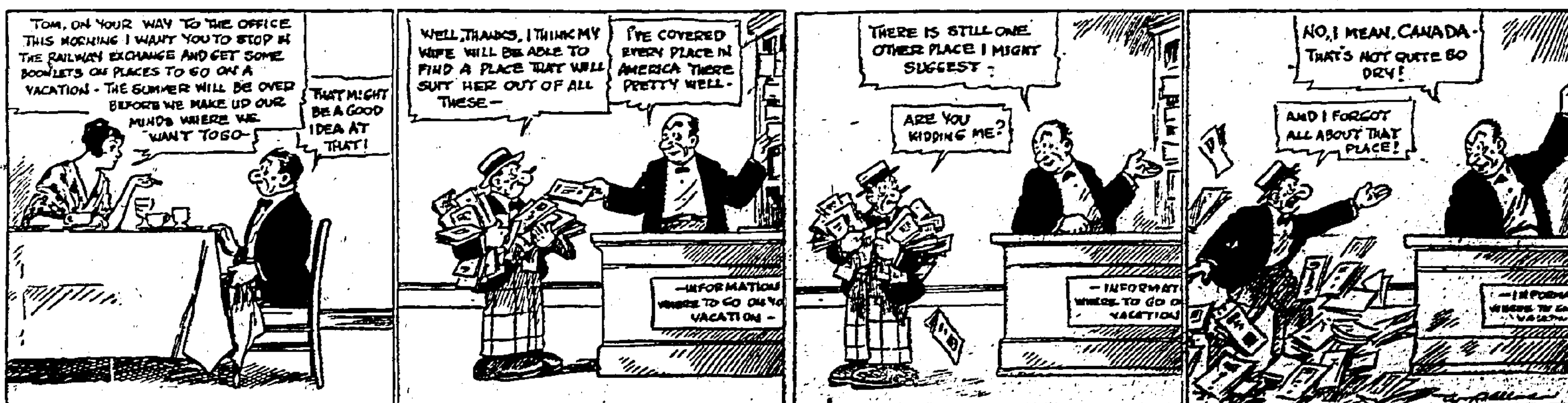
HIS LAST PHOTOGRAPH.

Charles Stephens, who lost his life in a barrel over the Niagara Falls, is seen above in the cask which he used in the attempt.

DOINGS OF THE DUFFS.

How About the Atlantic Ocean, Tom—That's Well?

BY ALLMAN.



NOTICES.

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POST OFFICE.

Telegraphic Communication with Gap Rock is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Shanghai—Per JEYPORE, 15th Sept.
Straits—Per SADO MARU, 15th Sept.
Shanghai—Per DILWARA, 16th Sept.
Manila and Australia—Per NIKO MARU, 17th Sept.
Straits—Per GREGORY A. CAR, 17th Sept.
Japan and Shanghai—Per YOKOHAMA MARU, 19th Sept.
Bombay—Per SHIN-I MARU, 19th Sept.

OUTWARD MAILS.

TO-MORROW.

Weihaiwei, Chefoo & Tientsin—Per HUEICHOW, 9 a.m.
Java and Port Moresby via Batavia—Per MOORISH PRINCE, 2 p.m.
Japan via Kobe—Per PEM-BROKESHIRE, 5 p.m.
Philippine Islands—Per WING SANG, 1 p.m.
Japan via Kobe—Per CHAK SANG, 2 p.m.
Straits—Per PROSPER, 5 p.m.
Straits and Bangkok—Per BIRMINGHAM CITY, 2 p.m.
Swatow, *Shanghai & *North China—Per TUNGSHING, 11 a.m.
Straits, Bangkok, Ceylon, Mauritius, S. Africa, L. Marques, India via Dhanushkodi, Egypt & *EUROPE VIA MANSEILLES—Per JEYPORE, Reg. 9.45 a.m. Letters 10.30 a.m.

THURSDAY, 15TH SEPT.

Haiphong—Per HANOI, 9 a.m.
*Philippine Islands—Per TORA, 5 p.m.
Shanghai and N. China—Per SINKIANG, 11 a.m.
Philippine Islands, Sandakan, Australia & New Zealand via Thursday Island—Per HWAH PING, Reg. 11.45 a.m. Letters 12.30 p.m.

FRIDAY, 17TH SEPT.

Java and Port Moresby via Batavia—Per TULEPOET, 11 a.m.
Swatow, Amoy and Foochow—Per HAILONG, 1 p.m.
Philippine Islands—Per LOONG SANG, 2 p.m.
Shanghai, N. China & Japan via Kobe—Per SADO M., 19 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Bombay, and Aden—Per DILWARA, 11 a.m.
Japan via Nagasaki, Honolulu, Canada, United States, C. & South America, & *Europe via San Francisco—PERSEA M., Reg. 9 a.m. Letters 9 a.m.

SATURDAY, 18TH SEPT.

Shanghai & North China—Per TEAN, 5 p.m.
Japan via Nagasaki—Per NIKKO MARU, 10 a.m.

SUNDAY, 19TH SEPT.

Swatow, *Shanghai and *North China—Per TJBODAS, 9 a.m.

MONDAY, 20TH SEPT.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & *EUROPE VIA MANSEILLES—Per YOKO-HAMA M., Reg. 9.45 a.m. Letters 10.30 a.m.

TUESDAY, 21ST SEPT.

Amoy, *Shanghai & *North China—Per SHANTUNG, 9 a.m.

*Swatow & *Bangkok—Per KANCHOW, 11 a.m.

Swatow, Amoy and Foochow—Per HAICHING, 1 p.m.

*Correspondence bearing vessel's name only.

WEATHER REPORT.

Sept. 14, 11 a.m. 35m.—No return from Japanese stations. Pressure has decreased moderately at Weihaiwei; other changes are slight.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.37 inch. Total since January 1st, 99.67 inches, against an average of 70.72 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong to Gap Rock	Light to moderate; occasional rain.
2 Formosa Channel	The same as No. 1.
3 South coast of China between H.K. & Hainan.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

C. W. JEFFRIES, Director.

H.K. Observatory, Sept. 14.

METEOROLOGICAL.

Previous Day	on date.	on date.
at 2 p.m. at 8 a.m. at 2 p.m.		
Barometer	29.86	29.85
Temperature	77	77
Humidity	93	98
Wind Direction	E. Calm.	W.
Wind Force	2	0
Weather	or	om
Rain	3.00	0.01
Highest open air Temperature on the 13th	82	
Lowest open air Temperature on the 14th	76	
H.K. Observatory, Sept. 14, 1920.		
C. W. JEFFRIES, Director.		

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.		
H.K. & S. Banks	n.	625 sa. 630
East Asia	n.	115
Marine Insurances.		
Cantons	n.	370
North China	n.	4.153
Unions	n.	186
Yangtze	n.	33
Far Eastern	n.	1.20
Fire Insurances.		
China Fires	n.	123
H. K. Fires	n.	318
Shipping.		
Douglases	n.	85
H. K. Steamboats	n.	231
Indos (Pref.)	n.	18
Indos (Def.) L. R.	n.	205
Shells	n.	155
Forries	n.	241
Refineries.		
Sugars	n.	213
Malabons	n.	55
Mining.		
Kailans	n.	170
Langkats	n.	151
Shanghai Loans	n.	130
S'hai Explorations	n.	27
Ranba	n.	20
Tronohs	n.	20
Ural Caspians	n.	20
Docks, Wharves, Godowns, &c.		
H. K. Wharves	n.	83
K. Docks	n.	149
S'hai Docks	n.	124
N. Engineerings	n.	127
H. K. Hotels	n.	—
Lands, Hotels & Buildings.		
Centrals	n.	108
H. K. Hotel	n.	141
H. K. Lands	n.	114
H. K. Est.	n.	36
K'loon Lands	n.	140
L. Reclamations	n.	53
West Points	n.	53
Cotton Mills.		
Ewos	n.	1.569
Kung Yik	n.	1.52
Lau Kung Mow	n.	1.209
Oriental	n.	1.270
S'hai Cottons	n.	1.32
Yangtzepeoc	n.	1.32
Miscellaneous.		
Cements	n.	820 sa. 830
China Borneo	n.	712 n. 540
Do. Light	n.	724
China Providents	n.	22
Dairy Farms	n.	181
Electric H. K.	n.	181
Electric Macao	n.	20
Hongkong Ropes	n.	27
H. K. Tramways	n.	6.60
Peak Trams, old	n.	6.10
Do. new	n.	6.00
Steam Laundries	n.	4
Steel Foundries	n.	10
Water-works	n.	6.65
Wm. Powells	n.	12.60
Wiseman	n.	35
Bk. East Asia	n.	—

EXCHANGE.

(Opening Rate: closing Rate on Page 11).

SELLING.

T/T	4/3
Demand	4/3 1/2
30 d/s	4/3 1/2
60 d/s	4/3 1/2
4 m/s	4/3 1/2
T/T Shanghai	Nom.
T/T Singapore	184
T/T Japan	146
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	75 1/2
& New York	75 1/2
T/T Batavia	224
T/T Marks	Nom.
T/T France	11.20
Demand, Paris	—

BUYING.

4 m/s L/C	4/3 1/2
4 m/s D/P	4/3 1/2
4 m/s L/C	4/6
30 d/s Sydney and Melbourne	4/6 1/2
30 d/s San Francisco & New York	77
4 m/s Marks	Nom.
4 m/s France	11.80
6 m/s France	12.00
Demand, Germany	—
Demand, New York	77 1/2
T/T Bombay	Nom.
Demand, Bombay	—
T/T Calcutta	Nom.
Demand, Calcutta	—
On Yokohama	146
Demand, Manila	163 1/2
Demand, Singapore	184
On Haiphong	Nom.
On Saigon	—
On Bangkok	49 1/2
Sovereign	4.60
Gold leaf per Tan	35.20
Bar Silver, ready	59 1/2
forward	59
Bank of England rates	—
New York/London	3.49 1/2

SUBSIDIARY COINS.

H'kong 50 cts. pieces	par
10	par
5	\$1/4 dis.
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